

Appendix S
Snake River Maps

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20030401 057

FEASIBILITY STUDY DOCUMENTATION

Document Title	
Lower Snake River Juvenile Salmon Migration Feasibility Report/Environmental Impact Statement	
Appendix A (bound with B)	Anadromous Fish Modeling
Appendix B (bound with A)	Resident Fish
Appendix C	Water Quality
Appendix D	Natural River Drawdown Engineering
Appendix E	Existing Systems and Major System Improvements Engineering
Appendix F (bound with G, H)	Hydrology/Hydraulics and Sedimentation
Appendix G (bound with F, H)	Hydroregulations
Appendix H (bound with F, G)	Fluvial Geomorphology
Appendix I	Economics
Appendix J	Plan Formulation
Appendix K	Real Estate
Appendix L (bound with M)	Lower Snake River Mitigation History and Status
Appendix M (bound with L)	Fish and Wildlife Coordination Act Report
Appendix N (bound with O, P)	Cultural Resources
Appendix O (bound with N, P)	Public Outreach Program
Appendix P (bound with N, O)	Air Quality
Appendix Q (bound with R, T)	Tribal Consultation and Coordination
Appendix R (bound with Q, T)	Historical Perspectives
Appendix S*	Snake River Maps
Appendix T (bound with R, Q)	Clean Water Act, Section 404(b)(1) Evaluation
Appendix U	Response to Public Comments
*Appendix S, Lower Snake River Maps, is bound separately (out of order) to accommodate a special 11 x 17 format.	

The documents listed above, as well as supporting technical reports and other study information, are available on our website at <http://www.nww.usace.army.mil/lsr>. Copies of these documents are also available for public review at various city, county, and regional libraries.

AQM03-06-1234

STUDY OVERVIEW

Purpose and Need

Between 1991 and 1997, due to declines in abundance, the National Marine Fisheries Service (NMFS) made the following listings of Snake River salmon or steelhead under the Endangered Species Act (ESA) as amended:

- sockeye salmon (listed as endangered in 1991)
- spring/summer chinook salmon (listed as threatened in 1992)
- fall chinook salmon (listed as threatened in 1992)
- steelhead (listed as threatened in 1997).

In 1995, NMFS issued a Biological Opinion on operations of the Federal Columbia River Power System (FCRPS). Additional opinions were issued in 1998 and 2000. The Biological Opinions established measures to halt and reverse the declines of ESA-listed species. This created the need to evaluate the feasibility, design, and engineering work for these measures.

The Corps implemented a study (after NMFS' Biological Opinion in 1995) of alternatives associated with lower Snake River dams and reservoirs. This study was named the Lower Snake River Juvenile Salmon Migration Feasibility Study (Feasibility Study). The specific purpose and need of the Feasibility Study is to evaluate and screen structural alternatives that may increase survival of juvenile anadromous fish through the Lower Snake River Project (which includes the four lowermost dams operated by the Corps on the Snake River—Ice Harbor, Lower Monumental, Little Goose, and Lower Granite Dams) and assist in their recovery.

Development of Alternatives

The Corps' response to the 1995 Biological Opinion and, ultimately, this Feasibility Study, evolved from a System Configuration Study (SCS) initiated in 1991. The SCS was undertaken to evaluate the technical, environmental, and economic effects of potential modifications to the configuration of Federal dams and reservoirs on the Snake and Columbia Rivers to improve survival rates for anadromous salmonids.

The SCS was conducted in two phases. Phase I was completed in June 1995. This phase was a reconnaissance-level assessment of multiple concepts including drawdown, upstream collection, additional reservoir storage, migratory canal, and other alternatives for improving conditions for anadromous salmonid migration.

The Corps completed a Phase II interim report on the Feasibility Study in December 1996. The report evaluated the feasibility of drawdown to natural river levels, spillway crest, and other improvements to existing fish passage facilities.

Based in part on a screening of actions conducted for the Phase I report and the Phase II interim report, the study now focuses on four courses of action:

- Existing Conditions
- Maximum Transport of Juvenile Salmon

- Major System Improvements
- Dam Breaching.

The results of these evaluations are presented in the combined Feasibility Report (FR) and Environmental Impact Statement (EIS). The FR/EIS provides the support for recommendations that will be made regarding decisions on future actions on the Lower Snake River Project for passage of juvenile salmonids. This appendix is a part of the FR/EIS.

Geographic Scope

The geographic area covered by the FR/EIS generally encompasses the 140-mile long lower Snake River reach between Lewiston, Idaho and the Tri-Cities in Washington. The study area does slightly vary by resource area in the FR/EIS because the affected resources have widely varying spatial characteristics throughout the lower Snake River system. For example, socioeconomic effects of a permanent drawdown could be felt throughout the whole Columbia River Basin region with the most effects taking place in the counties of southwest Washington. In contrast, effects on vegetation along the reservoirs would be confined to much smaller areas.

Identification of Alternatives

Since 1995, numerous alternatives have been identified and evaluated. Over time, the alternatives have been assigned numbers and letters that serve as unique identifiers. However, different study groups have sometimes used slightly different numbering or lettering schemes and this has led to some confusion when viewing all the work products prepared during this long period. The primary alternatives that are carried forward in the FR/EIS currently involve the following four major courses of action:

Alternative Name	PATH ^{1/} Number	Corps Number	FR/EIS Number
Existing Conditions	A-1	A-1	1
Maximum Transport of Juvenile Salmon	A-2	A-2a	2
Major System Improvements	A-2'	A-2d	3
Dam Breaching	A-3	A-3a	4

^{1/} Plan for Analyzing and Testing Hypotheses

Summary of Alternatives

The **Existing Conditions Alternative** consists of continuing the fish passage facilities and project operations that were in place or under development at the time this Feasibility Study was initiated. The existing programs and plans underway would continue unless modified through future actions. Project operations include fish hatcheries and Habitat Management Units (HMUs) under the Lower Snake River Fish and Wildlife Compensation Plan (Comp Plan), recreation facilities, power generation, navigation, and irrigation. Adult and juvenile fish passage facilities would continue to operate.

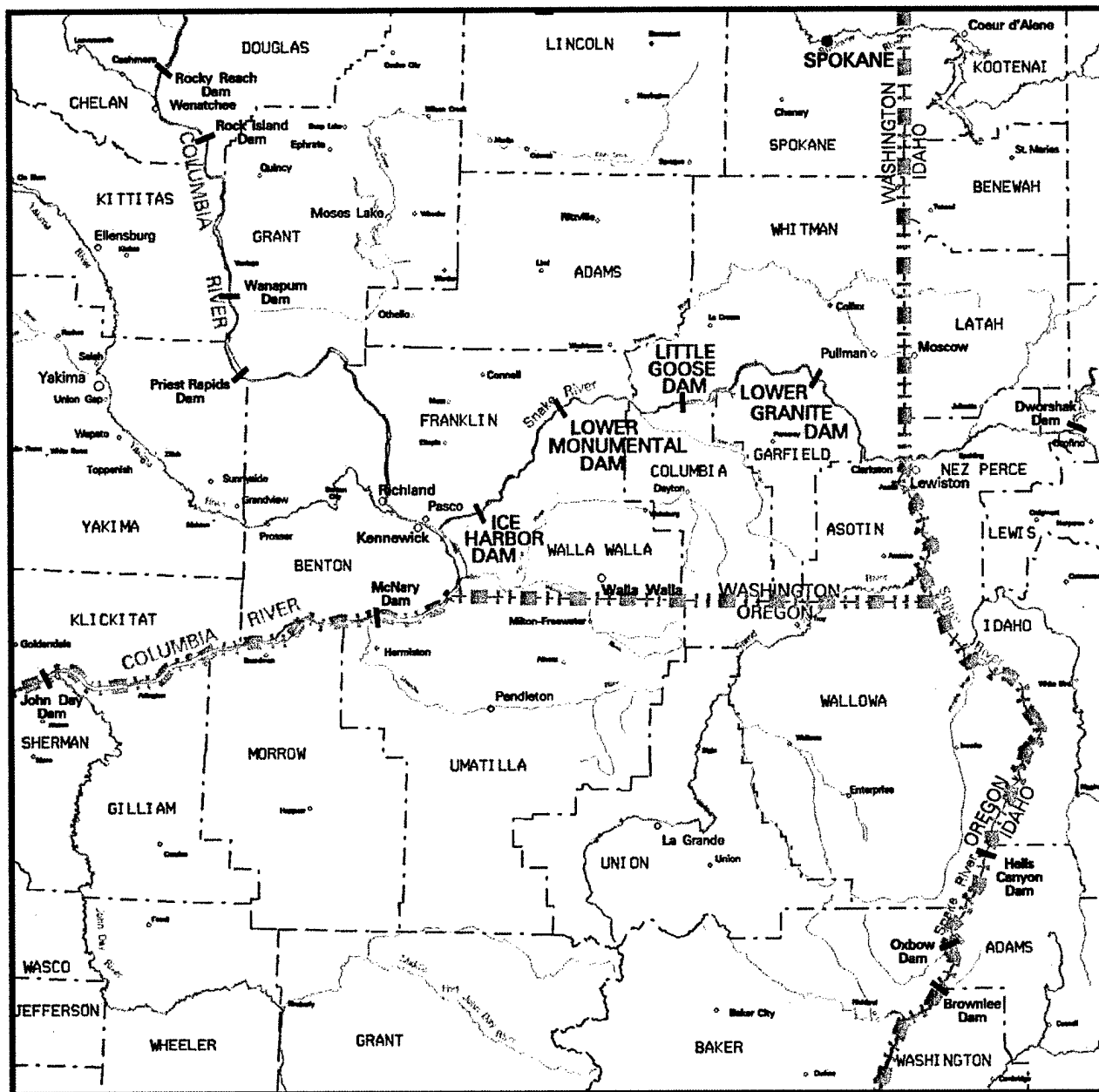
The **Maximum Transport of Juvenile Salmon Alternative** would include all of the existing or planned structural and operational configurations from the Existing Conditions Alternative. However, this alternative assumes that the juvenile fishway systems would be operated to maximize fish transport from Lower Granite, Little Goose, and Lower Monumental and that voluntary spill would not be used to bypass fish through the spillways (except at Ice Harbor). To accommodate this maximization of transport, some measures would be taken to upgrade and improve fish handling facilities.

The **Major System Improvements Alternative** would provide additional improvements to what is considered under the Existing Conditions Alternative. These improvements would be focused on using surface bypass facilities such as surface bypass collectors (SBCs) and removable spillway weirs (RSWs) in conjunction with extended submerged bar screens (ESBSs) and a behavioral guidance structure (BGS). The intent of these facilities would be to provide more effective diversion of juvenile fish away from the turbines. Under this alternative, an adaptive migration strategy would allow flexibility for either in-river migration or collection and transport of juvenile fish downstream in barges and trucks.

The **Dam Breaching Alternative** has been referred to as the "Drawdown Alternative" in many of the study groups since late 1996 and the resulting FR/EIS reports. These two terms essentially refer to the same set of actions. Because the term drawdown can refer to many types of drawdown, the term dam breaching was created to describe the action behind the alternative. The Dam Breaching Alternative would involve significant structural modifications at the four lower Snake River dams, allowing the reservoirs to be drained and resulting in a free-flowing yet controlled river. Dam breaching would involve removing the earthen embankment sections of the four dams and then developing a channel around the powerhouses, spillways, and navigation locks. With dam breaching, the navigation locks would no longer be operational and navigation for large commercial vessels would be eliminated. Some recreation facilities would close while others would be modified and new facilities could be built in the future. The operation and maintenance of fish hatcheries and HMUs would also change, although the extent of change would probably be small and is not known at this time.



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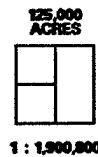
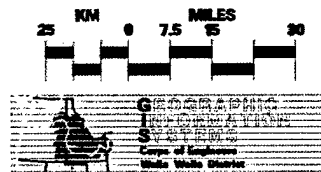
The four Corps dams of the lower Snake River were constructed and are operated and maintained under laws that may be grouped into three categories: 1) laws initially authorizing construction of the project, 2) laws specific to the project passed subsequent to construction, and 3) laws that generally apply to all Corps reservoirs.



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BOUNDARIES

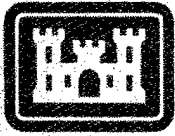
State 
County 



LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

REGIONAL BASE MAP

REPORT DOCUMENTATION PAGE			Form Approved OMB No. 0704-0188	
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13. ABSTRACT (Maximum 200 words) This Final Feasibility Report/Environmental Impact Statement (RE/EIS) and its 21 appendices document the results of a comprehensive analysis of the four dams on the lower Snake River (collectively called the Lower Snake River Project) and their effects on four lower Snake River salmon and steelhead stocks listed for protection under the Endangered Species Act (ESA). The U.S. Army Corps of Engineers (Corps), along with Bonneville Power Agency (BPA), U. S. Environmental Protection Agency (EPA), and U. S. Bureau of Reclamation (BOR) as cooperating agencies, analyzed four alternatives to evaluate the best way to improve juvenile salmon migration through Lower Snake River Project. The Final FR/EIS includes the best available information on the biological effectiveness, engineering components, costs, economic effects, and other environmental effects associated with the four alternatives: Alternative 1-Existing Conditions, Alternative 2-Maximum Transport of Juvenile Salmon, Alternative 3-Major System Improvements (Adaptive Migration), and Alternative 4-Dam Breaching. In the Final FR/EIS, the Corps identifies Alternative 3-Major System Improvements (Adaptive Migration) as the recommended plan (preferred alternative) and explains the process for selecting that alternative.				
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**US Army Corps
of Engineers®**

Walla Walla District

Final
Lower Snake River Juvenile Salmon
Migration Feasibility Report/
Environmental Impact Statement

Appendix S
Snake River Maps

Produced by
U.S. Army Corps of Engineers
Walla Walla District

February 2002

FOREWORD

Appendix S was prepared by the U.S. Army Corps of Engineers (Corps), Walla Walla District. This appendix is one part of the overall effort of the Corps to prepare the Lower Snake River Juvenile Salmon Migration Feasibility Report/Environmental Impact Statement (FR/EIS).

The Corps has reached out to regional stakeholders (Federal agencies, tribes, states, local governmental entities, organizations, and individuals) during the development of the FR/EIS and appendices. This effort resulted in many of these regional stakeholders providing input and comments, and even drafting work products or portions of these documents. This regional input provided the Corps with an insight and perspective not found in previous processes. A great deal of this information was subsequently included in the FR/EIS and appendices; therefore, not all of the opinions and/or findings herein may reflect the official policy or position of the Corps.

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CONTENTS

1.	Introduction	S1-1
2.	Mapping Products	S2-1
2.1	1934 Survey Drawings	S2-1
2.2	Aerial Photography	S2-2
3.	Map Presentations	S3-1
3.1	Survey Drawing Displays	S3-1
3.2	Pre- and Post-Dam Comparison Displays	S3-1
Annex A	1934 Survey Drawings: Sheet Numbers 1 Through 131 and Overview Sheet	
Annex B	Pre- and Post-Dam Comparison Displays	

TABLES

Table 2-1.	Aerial Flight Information	S2-3
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ACRONYMS AND ABBREVIATIONS

3-D	three dimensional
dpi	dots per inch
GIS	geographic information system
LSRP	Lower Snake River Project
NGVD29	National Geodetic Vertical Datum 1929
RM	River Mile
USE	U.S. Engineer

1. Introduction

This appendix is intended to share maps and aerial photo displays of the Lower Snake River Project (LSRP). These presentations give the reader insight into the LSRP prior to dam construction (before 1961) and after dam construction (after 1975).

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2. Mapping Products

2.1 1934 Survey Drawings

Documented surveys with depth-soundings on the LSRP were first conducted in the late 1800s. Only two depth-sounding surveys cover the entire LSRP and these were completed in 1917 and 1934. The 1934 survey was chosen for this appendix because it contains much more detail. Since 1934, depth-sounding surveys were conducted only on selected areas within the LSRP. The figures in this appendix are from the original linen drawings.

2.1.1 Type of Data

The survey drawings are a collection of 155 sheets covering 176 river miles, beginning at the mouth of the Snake River (River Mile 0.0) and were originally drawn at the scale of 1:2,000.

The 1934 drawings include the following information:

- topographic contours (5 foot)
- shoreline
- ground descriptions (grass, sand, cultivated)
- sounding depths
- depth contours (6 and 9 foot)
- proposed navigation channel centerline
- northing/easting and longitude/latitude tick marks
- U.S. Engineer (U.S.E.) bench marks
- river miles (not the same as reservoir river miles)
- roads and railroads
- substrate information
- islands
- low water elevation marks
- buildings
- rapids (average and maximum velocity)
- spot elevations
- monument stations

2.1.2 Original Purpose

The drawings are taken from a larger report entitled *Review Report, Snake River, Washington-Idaho, Mouth to Oregon-Washington Line*, dated June 10, 1935, by the U.S. Engineer Office, Portland, Oregon. Sounding data was taken to determine a proposed navigation channel, document the topography, and site locations of rapids.

2.1.3 Survey Components

The method of survey is not known because the associated report or other documentation was not found with the drawings. The original maps were prepared on linen media. Notes on the drawings identify the following creation specifics:

- Elevations are referred to as National Geodetic Vertical Datum 1929 (NGVD29) (U.S.C and G.S. Datum 1929 adjustment).
- Soundings are in feet and tenths and show depths at adopted low water plane (based on 0.0 at U.S. Weather Bureau gage at Riparia, El 512.05 NGVD29).
- Figures in parentheses indicate height in feet above low water (for example, 1.7).

- Contour interval is 5 feet.
- Distance in miles from mouth of river is measured on the centerline of the proposed channel.

2.1.4 Electronic Conversions and Processing

In 1998 the Walla Walla District converted the 1934 drawings to 3-D geographic information system (GIS) files. At the same time the approximately 126,000 sounding points (depth of river) were also converted into 3-D GIS files with horizontal and vertical values. The drawings were scanned at 200 dots per inch (dpi). Longitude and latitude tick mark information was taken from the drawings, inputted into files, and labeled. During data verification of the longitude and latitude tick mark locations, the tick marks were found not to match current coordinate systems, so drawings do not correctly overlay current topographic data. Images were geographically referenced into position using the longitude and latitude locations from the drawings. The raster line work was then converted into 3-D vector data with each reservoir reach as the upper and lower boundary for that section of the river.

2.2 Aerial Photography

2.2.1 1956 to 1962

Aerial photography flown between 1956 and 1962 was stereoplotted to develop topographic mapping. The topographic mapping was used to geographically reference the 1958 aerial photography that represents the pre-project condition for the LSRP. See Table 2.1 for aerial flight details.

2.2.2 1958, 1991, and 1992

Aerial photography was flown in 1958, 1991, and 1992 for the purpose of recording what the river looked like during that time period. The 1958 aerial flight documents the appearance of the lower Snake River prior to dam construction. The 1991 and 1992 flights provide information used in managing recreation areas and wildlife habitat units within the boundaries of the LSRP. See Table 2.1 for aerial flight details.

Table 2-1. Aerial Flight Information

Description	Roll Number	Date Flown	Scale	% Overlap	Control
1956 Snake River					
Snake River Mouth to Riparia	W56-52V	14 Sep	1:20,700	60	Yes
1957 Snake River					
Lake Herbert G. West	W57-70V	10 Sep	1:9,600	60	Yes
Lake Herbert G. West	W57-71V	12 Oct	1:9,600	60	Yes
1958 Snake River					
Low Water — RM 10 to Johnson Bar	W58-74V	28 Aug	1:10,000	Minimum	No
Low Water — RM 10 to Johnson Bar	W58-75V	28 Aug	1:10,000	Minimum	No
1959 Snake River					
Lake Bryan	W59-93V	2 Nov	1:9,600	60	Yes
Lake Bryan	W59-94V	6 Nov	1:9,600	60	Yes
Lake Bryan	W59-95V	14 Nov	1:20,000	60	Yes
Lake Bryan	W59-95V	30 Nov	1:20,000	60	Yes
1960 Snake River					
Lower Granite Lake—Low Altitude	W60-8	1 Dec	1:9,600	60	Yes
Lower Granite Lake—Low Altitude	W60-9	13 Dec	1:9,600	60	Yes
1991 Snake River					
RM 0.0 to Lower Monumental Dam	W91-03	30 Aug	1:24,000	60	Yes
1992 Snake River					
Lower Monumental Dam to Asotin	W92-12	19 Apr	1:24,000	60	Yes

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3. Map Presentations

3.1 Survey Drawing Displays

The 1934 mapping found in Annex A is a subset of the entire mapping collection. Only 131 sheets were selected to represent the LSRP, starting at the mouth of the Snake River to a point above Asotin, WA. An index map in the front of the collection helps the reader select sheets of interest.

3.2 Pre- and Post-Dam Comparison Displays

A total of 22 pre- and post-dam comparison displays have been compiled and are found in Annex B. Each display is of a particular geographic location on the lower Snake River. Aerial photography from 1958, 1991, and 1992 are compared showing pre- and post-dam shorelines along with post-dam shoreline superimposed on the 1958 photo. In addition, up to three oblique photos, taken between 1958 and 1960, are presented with a relationship to the 1958 aerial photo. For those locations where fewer than three photos are available, there is a blank area on the sheet. There are six displays from the river and reservoir between Ice Harbor and Lower Monumental Dams, seven displays between Lower Monumental and Little Goose Dams, eight displays between Little Goose and Lower Granite Dams, and one display from Lower Granite Dam to Clarkston.

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Annex A

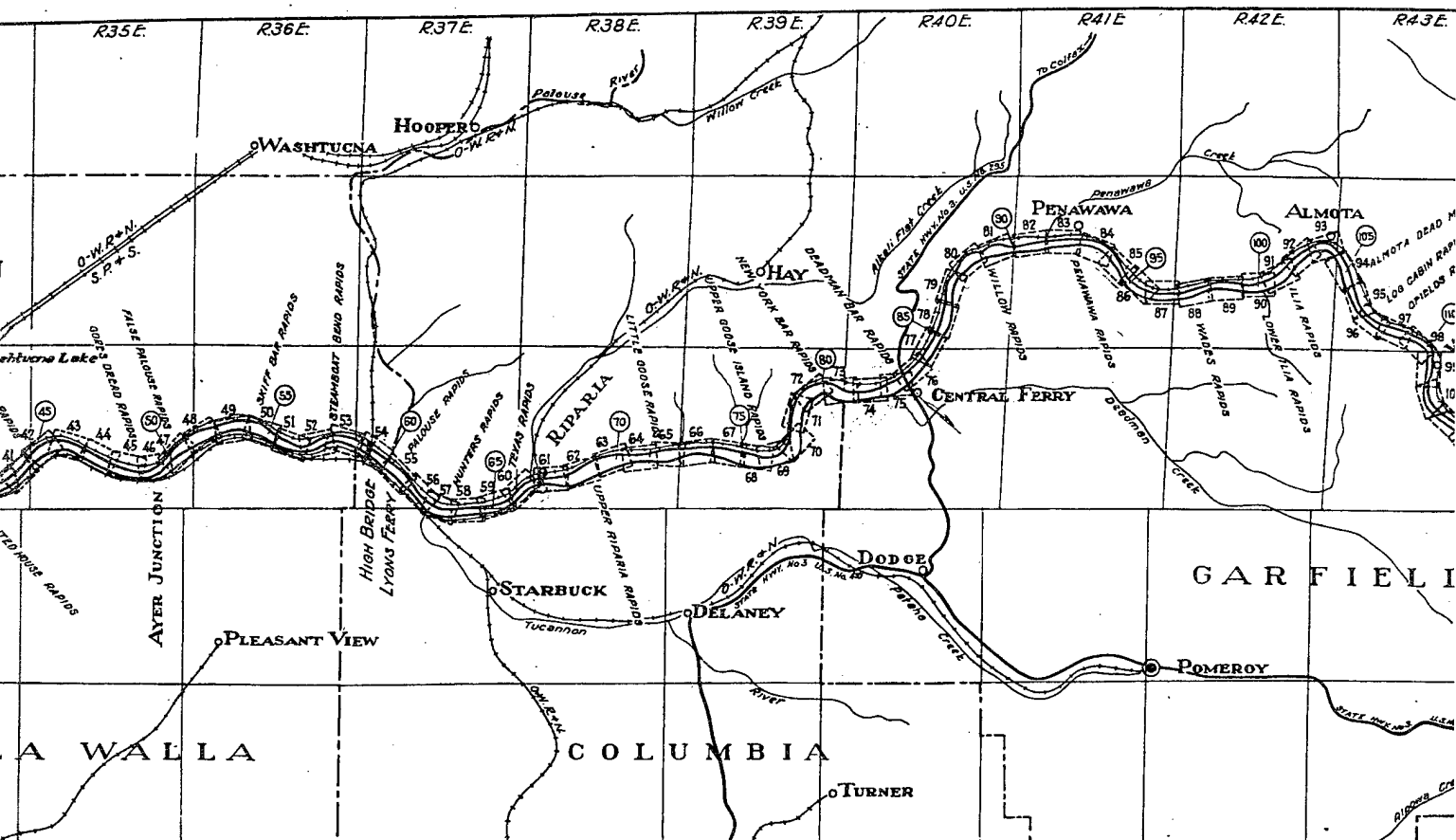
**1934 SURVEY DRAWINGS:
SHEET NUMBERS 1 THROUGH 131 AND OVERVIEW SHEET**

PROJECT	SHEET NUMBER	PLATE DISCRIPTION
Lower Snake River	SN-1-12/0	Index Map
McNary	SN-1-12/1	Confluence of Snake and Columbia Rivers / Rapid No. 1
	SN-1-12/2	Sacagawea Park
	SN-1-12/3	Ainsworth Bar
	SN-1-12/4	Strawberry Island / Strawberry Island Rapids
	SN-1-12/5	Perrines Defeat Rapids / Potato Patch Shoal
	SN-1-12/6	Five Mile Rapids
	SN-1-12/7	
	SN-1-12/8	Tiger Head Crossing
	SN-1-12/9	Goose Island / Tiger Head Point
Ice Harbor	SN-1-12/10	Ice Harbor
	SN-1-12/11	Gauge Island Rapids / Hard Rock Point
	SN-1-12/12	Levey Rapids
	SN-1-12/13	Three Island Rapids
	SN-1-12/14	
	SN-1-12/15	
	SN-1-12/16	Fish Hook Rapids
	SN-1-12/17	
	SN-1-12/18	Page Rapids / Hammer Island
	SN-1-12/19	Page
	SN-1-12/20	Anchor Canyon
	SN-1-12/21	Anchor Rapids
	SN-1-12/22	
	SN-1-12/23	Copley's Cutoff Rapids
	SN-1-12/24	
	SN-1-12/25	Snake River Junction
	SN-1-12/26	
	SN-1-12/27	Simmons Rapids / Sheffler
	SN-1-12/28	Ford Island
	SN-1-12/29	Walker
	SN-1-12/30	Couch Island Rapids
	SN-1-12/31	Long Crossing Bar
	SN-1-12/32	Rescue Island Rapids
	SN-1-12/33	
	SN-1-12/34	Pine Tree Rapids / Scott / Burr Canyon
	SN-1-12/35	Sturgeon Bay
Ice Harbor (cont.)	SN-1-12/36	Matthews Rapids / Windust
	SN-1-12/37	Matthews
Lower Monumental	SN-1-12/38	
	SN-1-12/39	Haunted House Rapids
	SN-1-12/40	Ruxby
	SN-1-12/41	
	SN-1-12/42	Monumental Rapids / Magallon
	SN-1-12/43	Three Springs Shoal
	SN-1-12/44	

PROJECT	SHEET NUMBER	PLATE DISCRPTION
	SN-1-12/45	
	SN-1-12/46	Gore's Dread Rapids / Ayer Junction
	SN-1-12/47	False Palouse Rapids
	SN-1-12/48	Rifton
	SN-1-12/49	
	SN-1-12/50	Skiff Bar Rapids
	SN-1-12/51	
	SN-1-12/52	
	SN-1-12/53	Steamboat Bend Rapids / Perry
	SN-1-12/54	Confluence of Palouse and Snake Rivers / Lyon's Ferry
	SN-1-12/55	Palouse Rapids
	SN-1-12/56	Confluence of Tucannon and Snake Rivers
	SN-1-12/57	Hunter's Rapids / Tucannon
	SN-1-12/58	
	SN-1-12/59	Texas Rapids
	SN-1-12/60	
	SN-1-12/61	Riparia
	SN-1-12/62	Upper Riparia Rapids / McGuire's Rapids
Little Goose	SN-1-12/63	
	SN-1-12/64	
	SN-1-12/65	Little Goose Rapids / Little Goose Island / Flagpole
	SN-1-12/66	
	SN-1-12/67	
	SN-1-12/68	Upper Goose Island Rapids
	SN-1-12/69	Ridpath
	SN-1-12/70	Dry Gulch
	SN-1-12/71	
Little Goose (cont.)	SN-1-12/72	New York Bar Rapids
	SN-1-12/73	Diamond Crossing
	SN-1-12/74	Diamond Crossing Rapids / Central Ferry
	SN-1-12/75	Deadman Bar Rapids / Central Ferry Bridge
	SN-1-12/76	
	SN-1-12/77	
	SN-1-12/78	Purrington
	SN-1-12/79	
	SN-1-12/80	Willow Rapids / Willow Island
	SN-1-12/81	
	SN-1-12/82	
	SN-1-12/83	Penawawa Rapids / Penawawa
	SN-1-12/84	
	SN-1-12/85	Rice's Bar Rapids
	SN-1-12/86	
	SN-1-12/87	Swift
	SN-1-12/88	Wade's Rapids / Atwoods Island
	SN-1-12/89	
	SN-1-12/90	Lower Illia Rapids
	SN-1-12/91	Illia Rapids / Pine Tree Island / Illia

PROJECT	SHEET NUMBER	PLATE DISCRIPTION
	SN-1-12/92	
	SN-1-12/93	Almota Rapids / Almota
	SN-1-12/94	Almota Dead March Rapids
	SN-1-12/95	
Lower Granite	SN-1-12/96	Log Cabin Rapids / Crampton
	SN-1-12/97	Offields Rapids / Log Cabin Island / Offields Bar
	SN-1-12/98	Interior
	SN-1-12/99	Wawawai
	SN-1-12/100	Crum
	SN-1-12/101	
	SN-1-12/102	Granite Point Rapids / Granite Point
	SN-1-12/103	King Ranch
	SN-1-12/104	Truax Rapids
	SN-1-12/105	Bishop
	SN-1-12/106	Kelley's Island Rapids / Kelly Ranch
	SN-1-12/107	Upper Kelley's Rapids
	SN-1-12/108	
Lower Granite (cont.)	SN-1-12/109	Indian / Judkins Grain Warehouse
	SN-1-12/110	Tramway Rapids
	SN-1-12/111	
	SN-1-12/112	Little Pine Tree Rapids
	SN-1-12/113	
	SN-1-12/114	Steptoe Rapids
	SN-1-12/115	Alpowa Rapids
	SN-1-12/116	Alpowa
	SN-1-12/117	
	SN-1-12/118	
	SN-1-12/119	Wilma
	SN-1-12/120	Dry Gulch Rapids
	SN-1-12/121	Dead March Rapids / Dry Gulch Island
	SN-1-12/122	
	SN-1-12/123	Clarkston Rapids
	SN-1-12/124	Confluence of Clearwater and Snake Rivers / Lewiston Rapids / Lewiston / Clarkston
	SN-1-12/125	Clarkston Beach
	SN-1-12/126	Slaughter House Rapids
	SN-1-12/127	Lower Swallow's Nest Rapids or Pesthouse Rapids
	SN-1-12/128	Upper Swallow's Nest Rapids / Lower Asotin
	SN-1-12/129	Upper Asotin Rapids
	SN-1-12/130	Asotin
	SN-1-12/131	

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②



Snake River, Washington - Idaho Mouth to Oregon - Washington Line INDEX MAP

Scale in Miles

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Approved:

Allen L. Darr

W. Williams

Associate Engineer

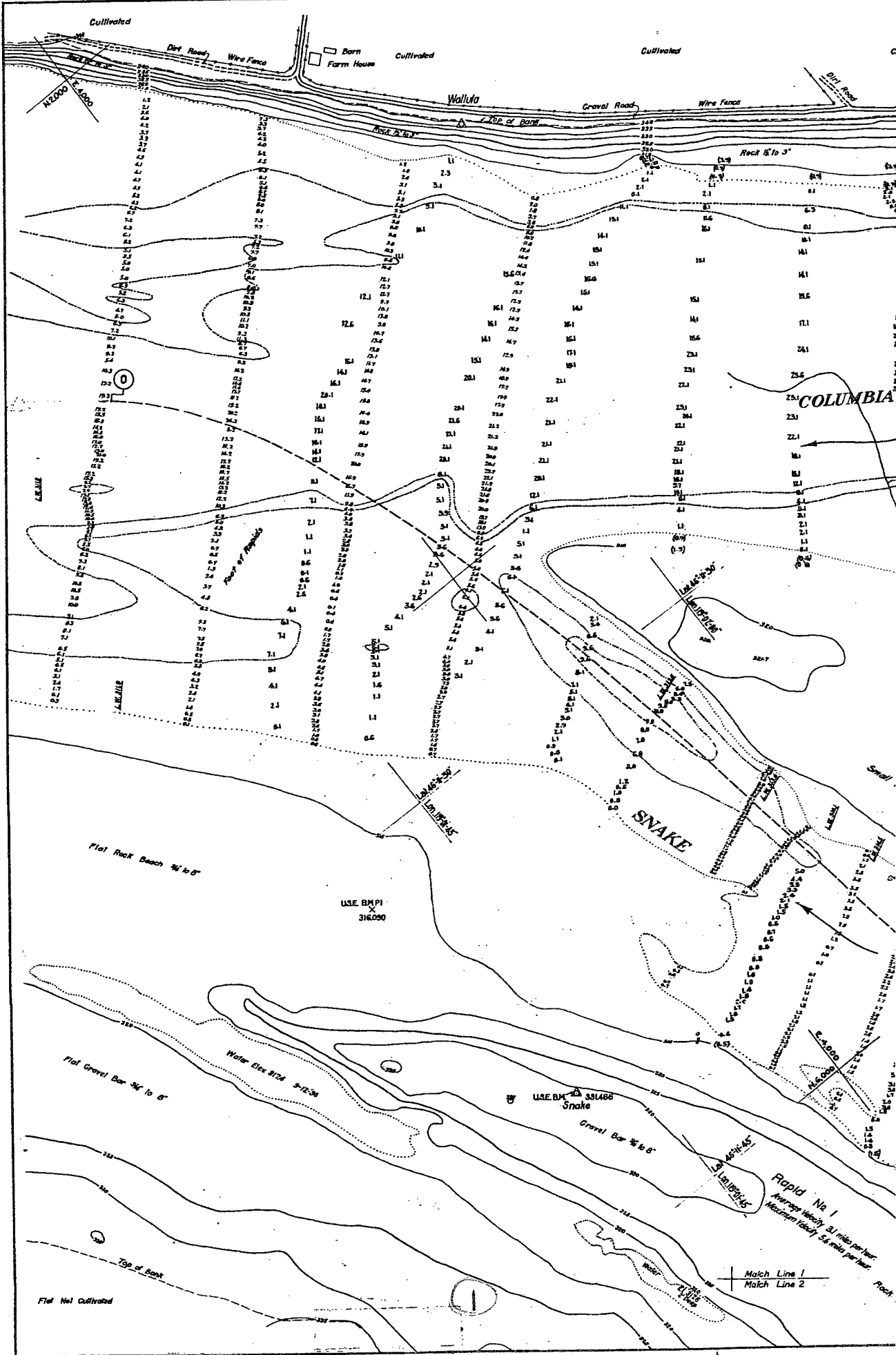
Major, Corps of Engineers

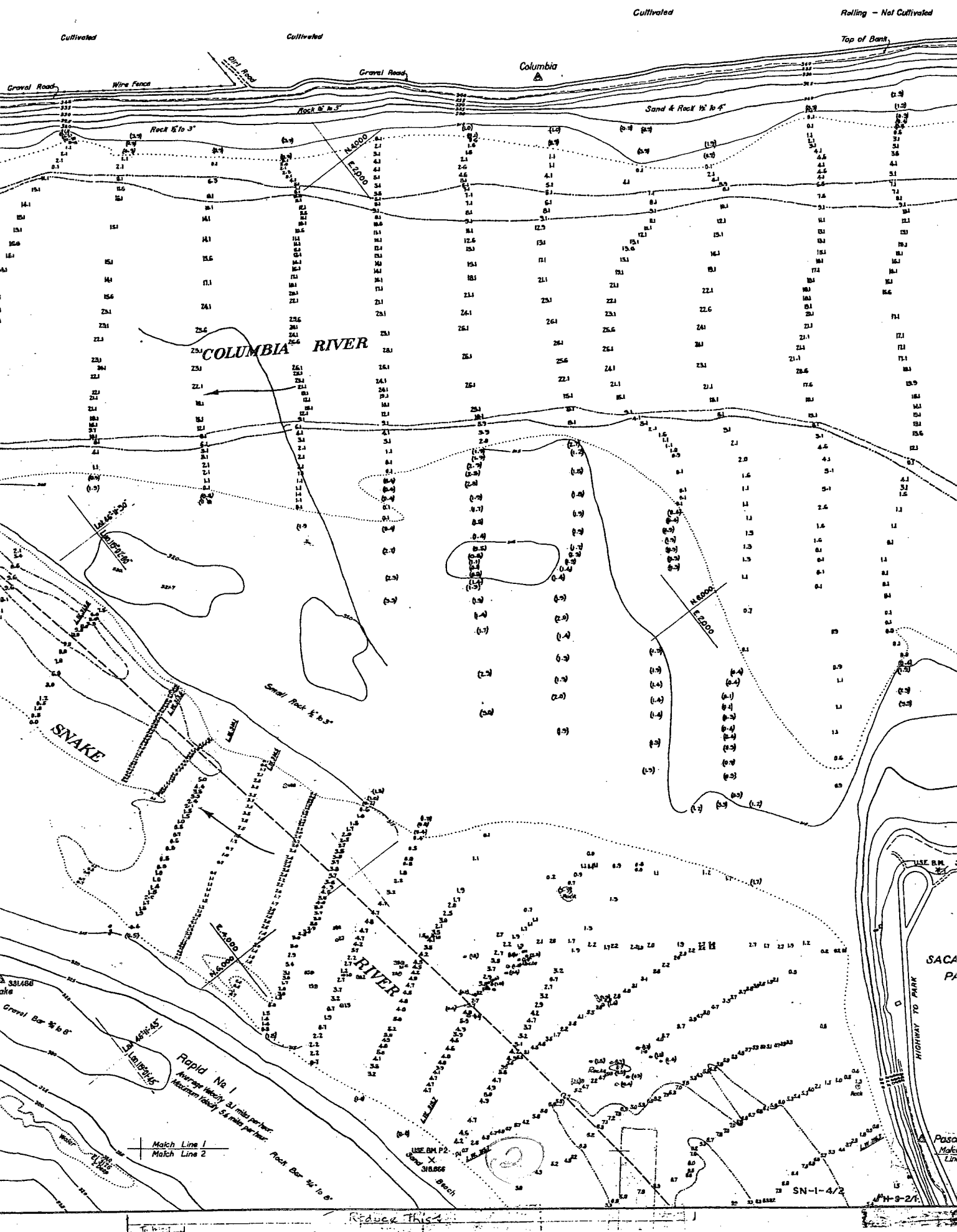
Drawn by

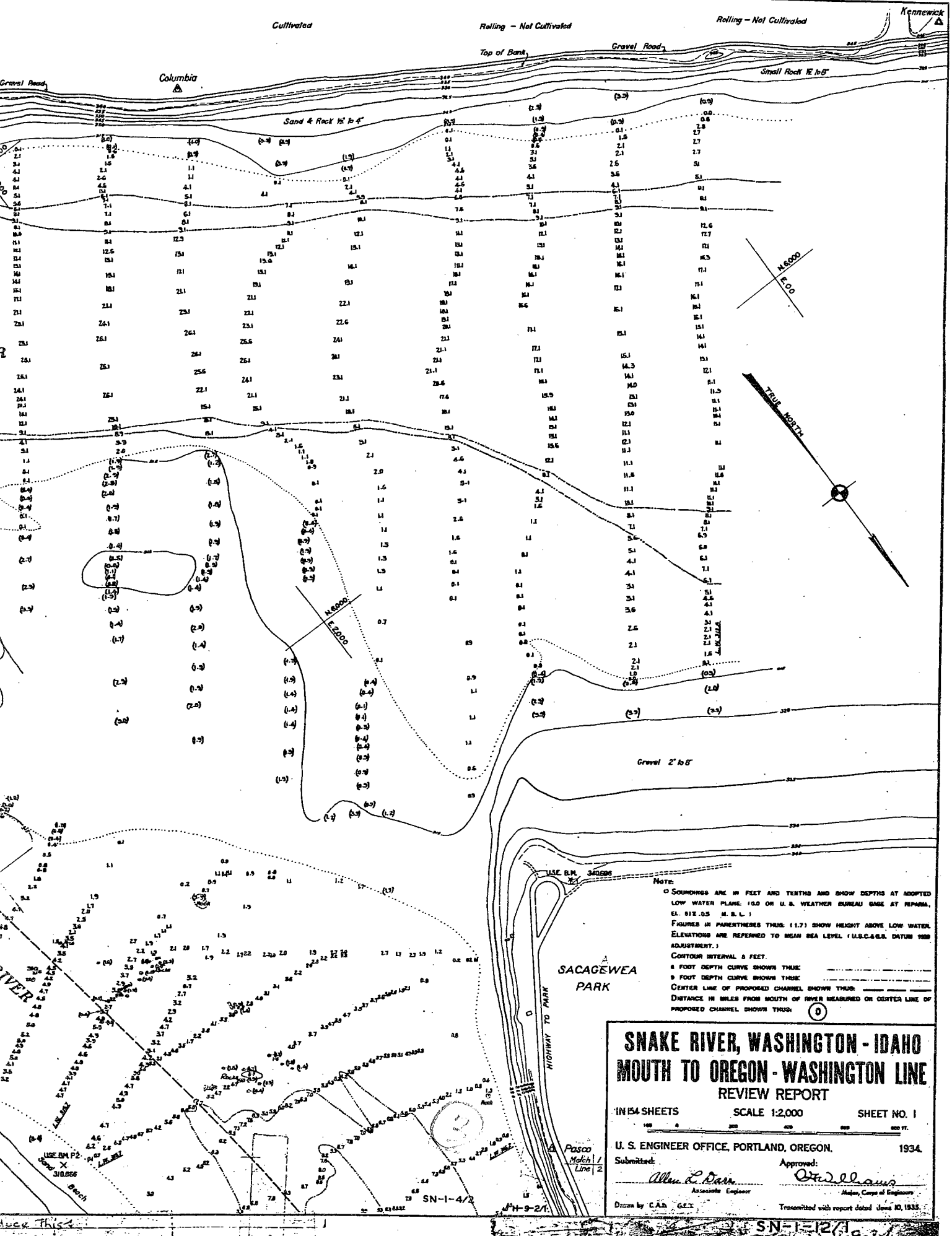
Transmitted with report dated June 10, 1935

SN-1-4/1
H-5-1

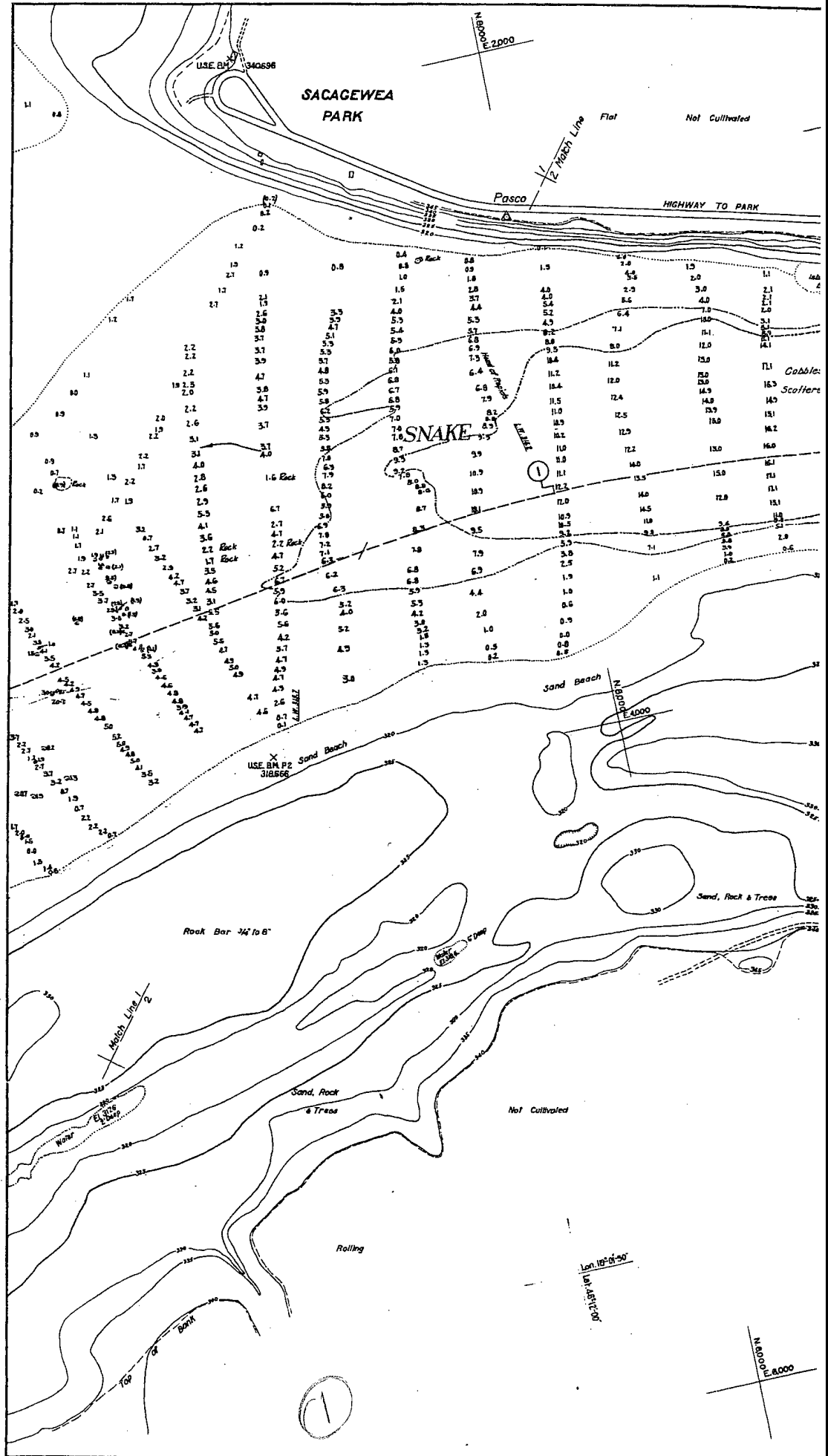
SN-1-12/0







WAR DEPARTMENT







NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.63 M.G.L.

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

8 FOOT DEPTH CURVE SHOWN THUS: ————

9 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF

PROPOSED CHANNEL SHOWN THUS: ————

(1)

H-8-2/2

Snake River, Washington - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 2

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Approved:

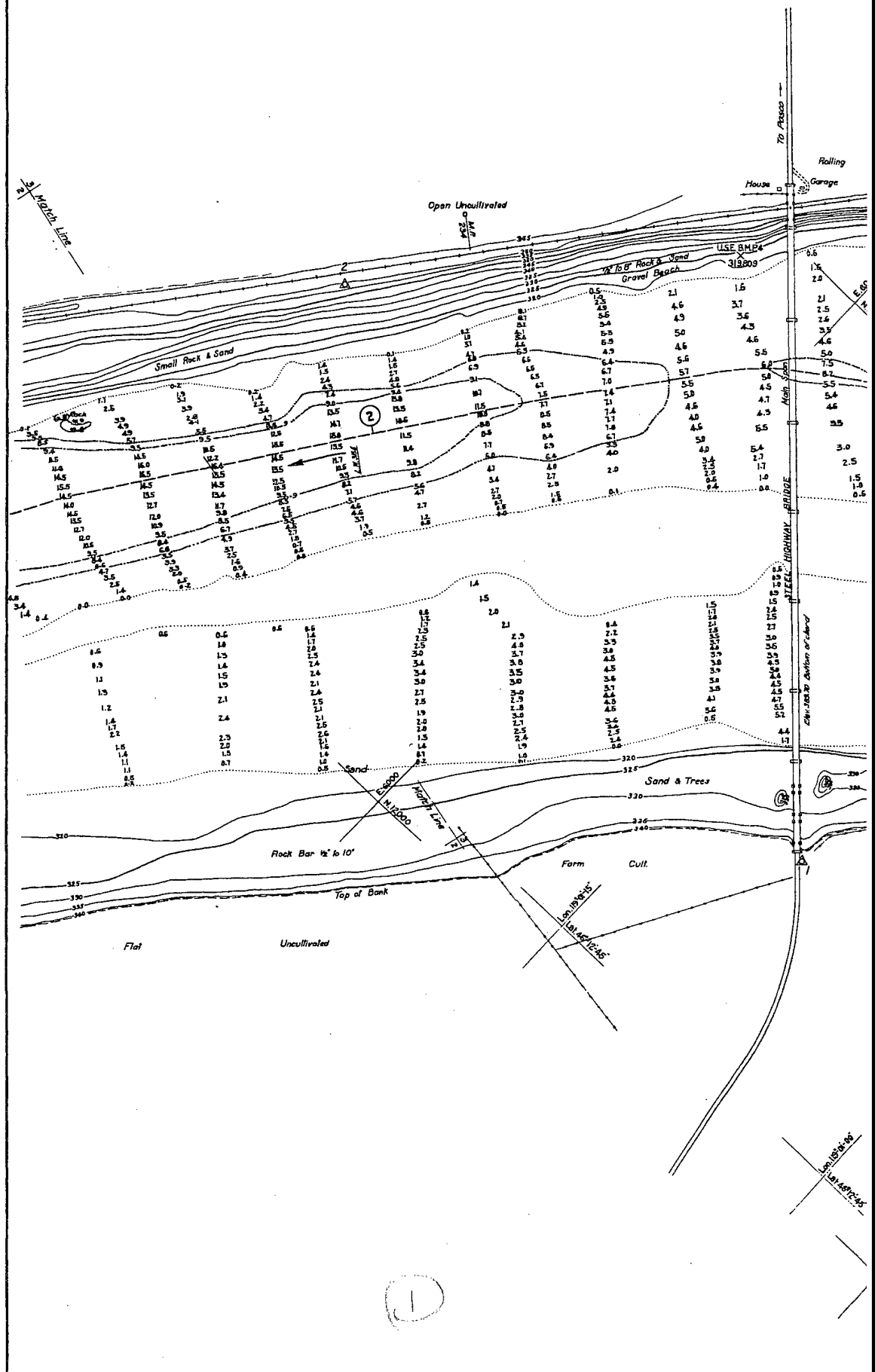
Wm. L. Darr
Associate Engineer

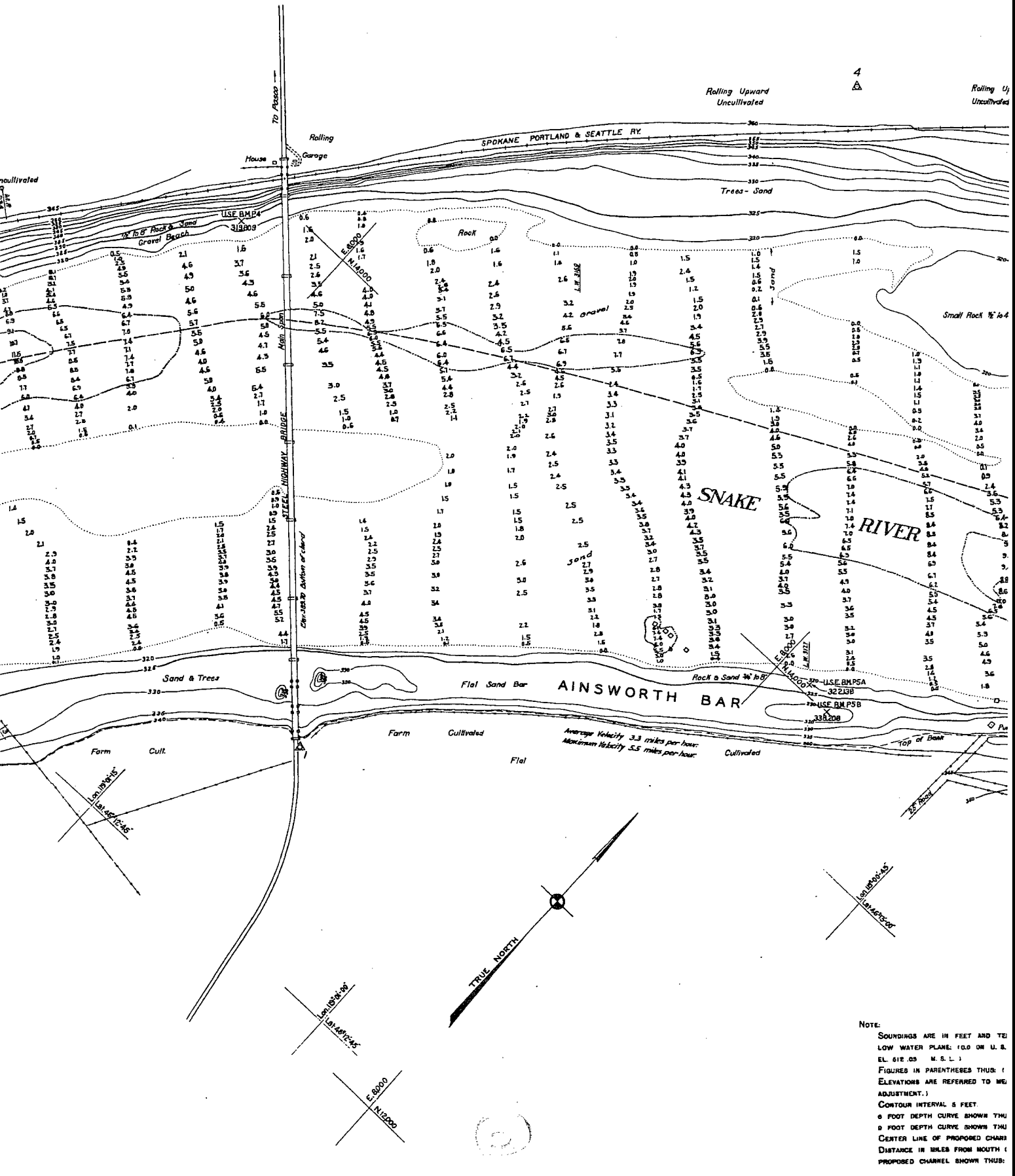
Wm. L. Darr
Major, Corps of Engineers

Drawn by C.A.D. G.E.T.

Transmitted with report dated June 10, 1935.

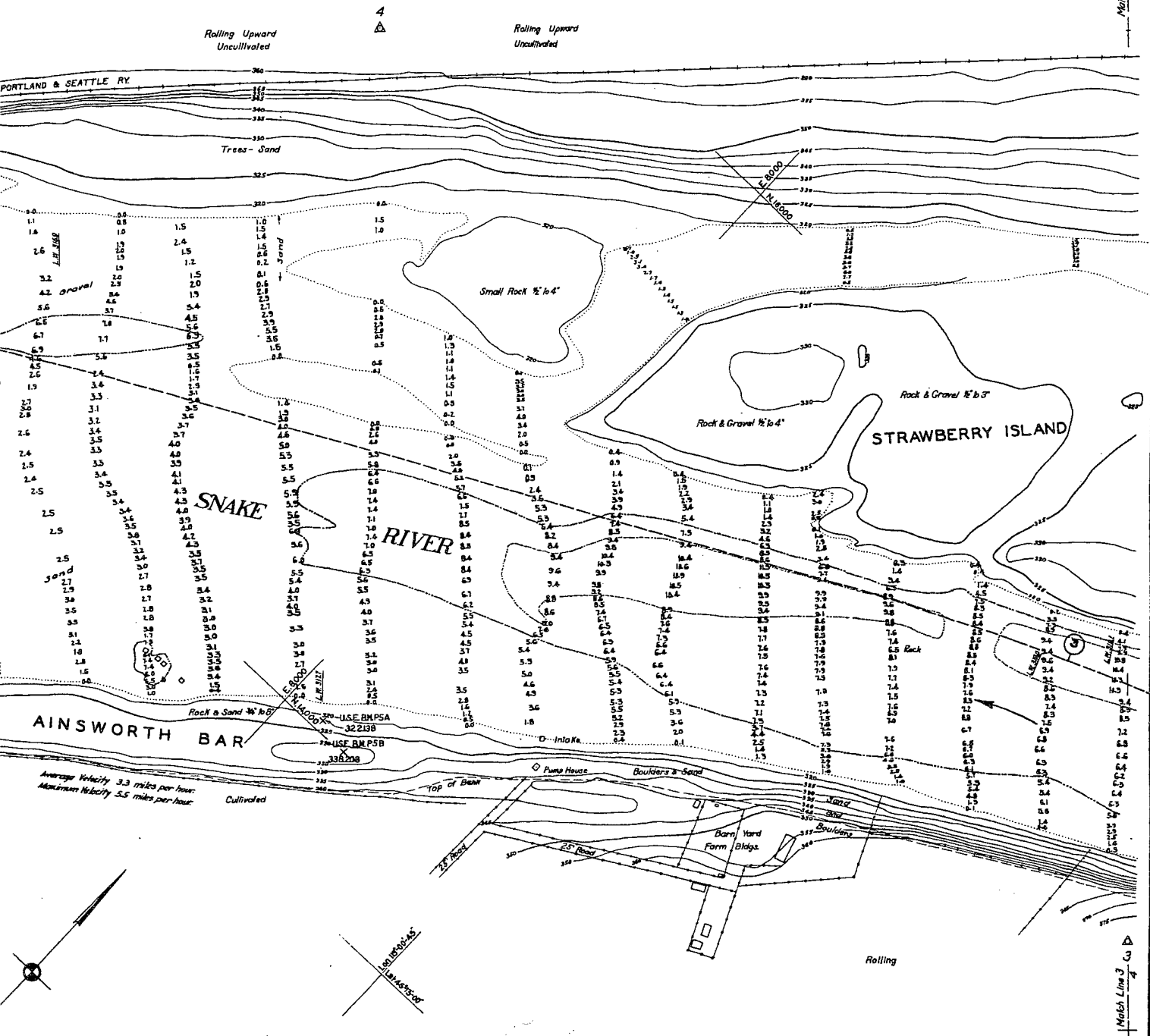
SN-1-12/2





NOTE:
SOUNDINGS ARE IN FEET AND TO
LOW WATER PLANE: 10.0 ON U. S.
EL. 612.05 M. S. L.
FIGURES IN PARENTHESES THUS: ()
ELEVATIONS ARE REFERRED TO ME.
ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
0 FOOT DEPTH CURVE SHOWN THU
0 FOOT DEPTH CURVE SHOWN THU
CENTER LINE OF PROPOSED CHAN
DISTANCE IN MILES FROM MOUTH ()
PROPOSED CHANNEL SHOWN THUS:

Match Line $\frac{3}{4}$



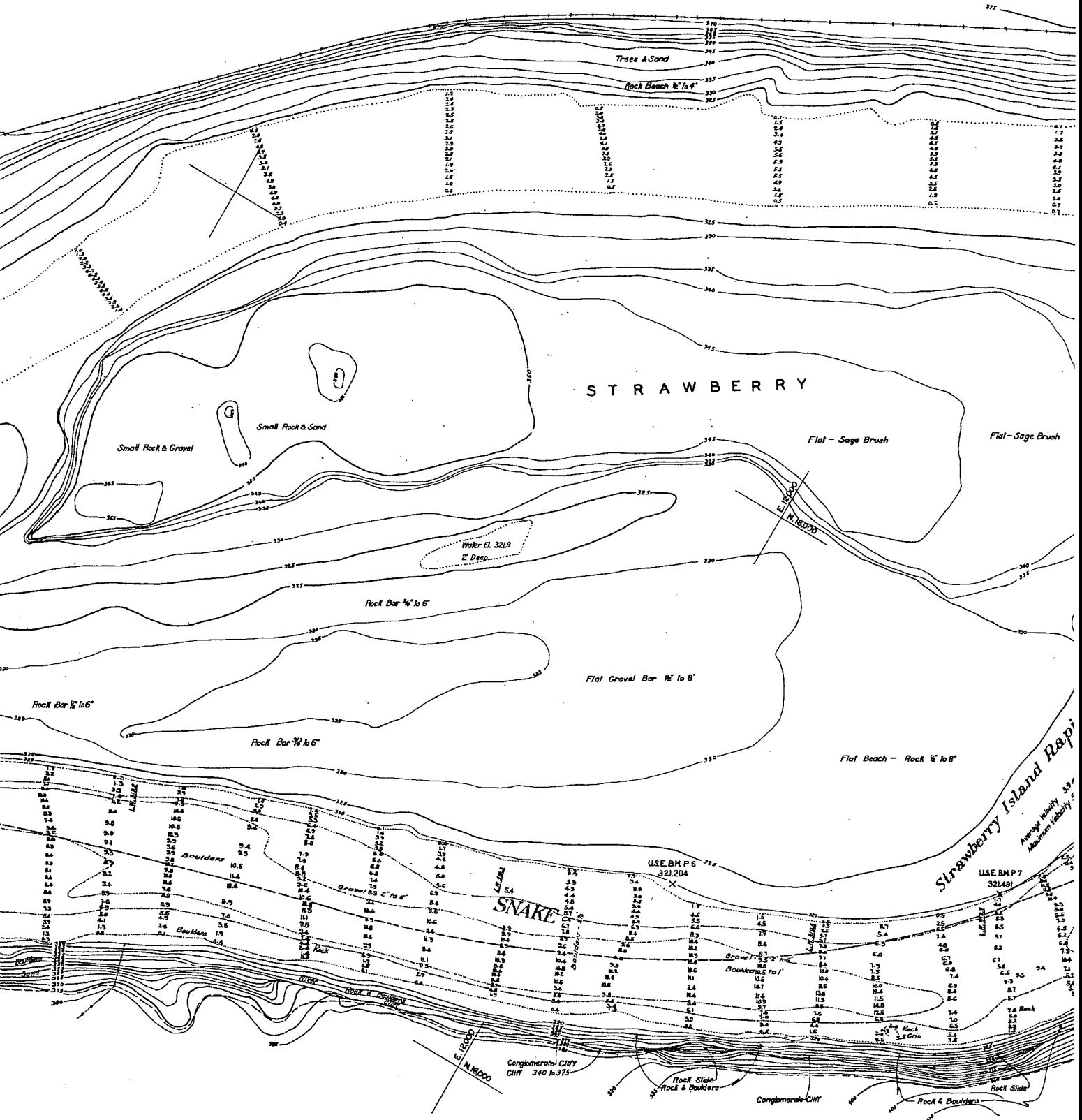
②

Transmitted with report dated June 10, 1935.

SN-1-12/3

Rolling Upward - Uncultivated

6
A



Rolling

NOTE:

Uncultivated

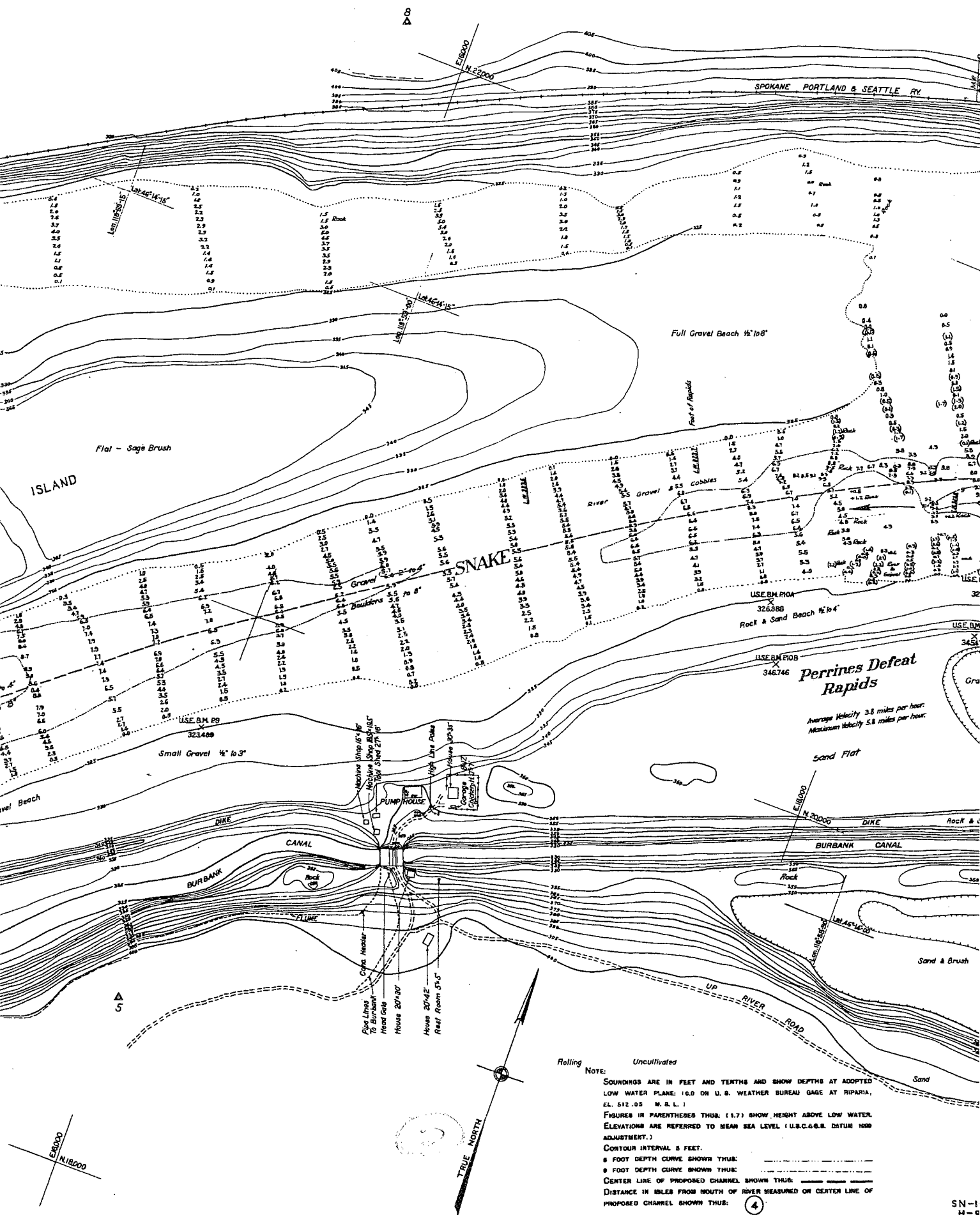
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M.S.L. 1
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL U.S.C.G.C. DATUM 1929 ADJUSTMENT.
 CONTOUR INTERVAL 5 FEET.
 6 FOOT DEPTH CURVE SHOWN THUS: _____
 9 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

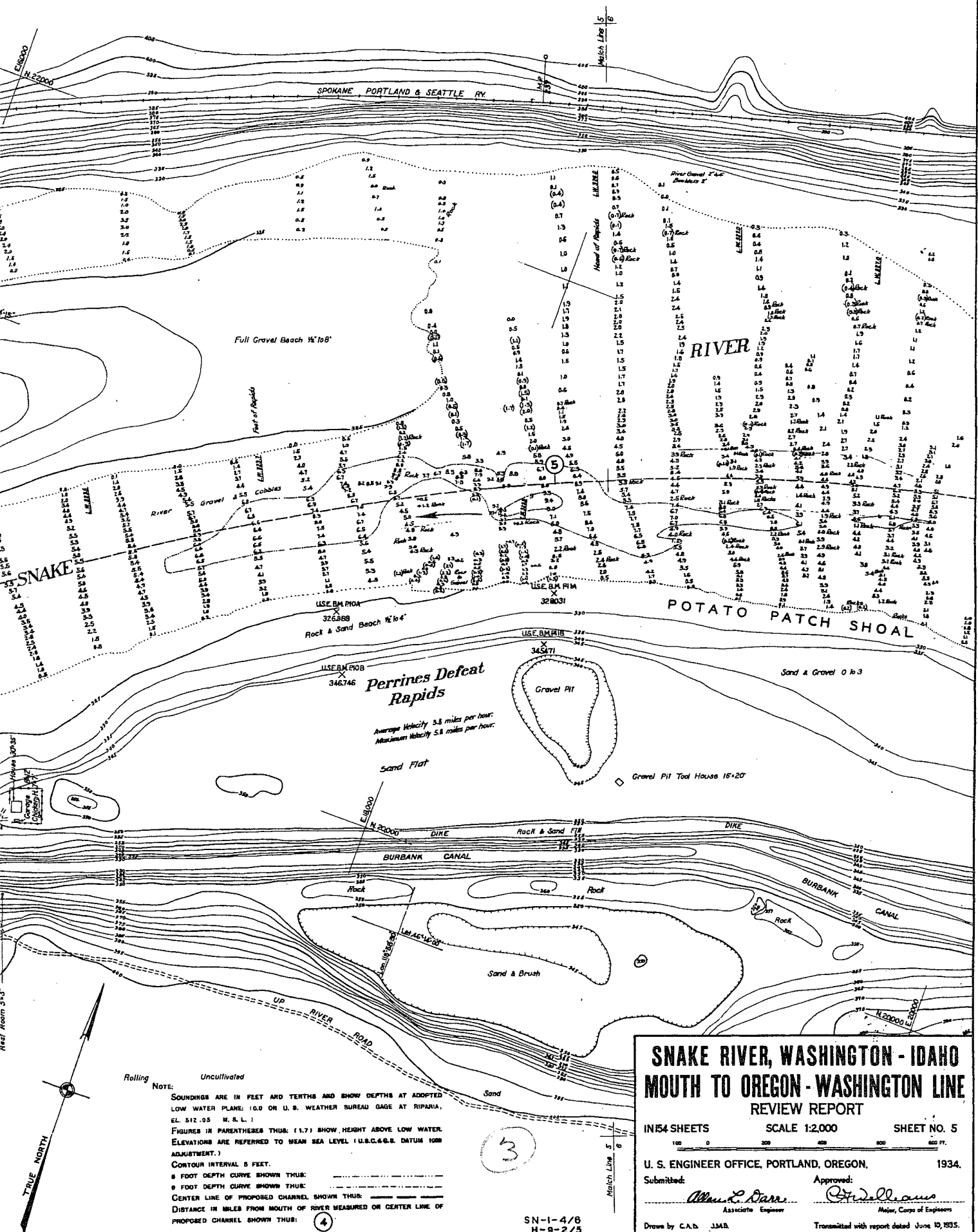
3

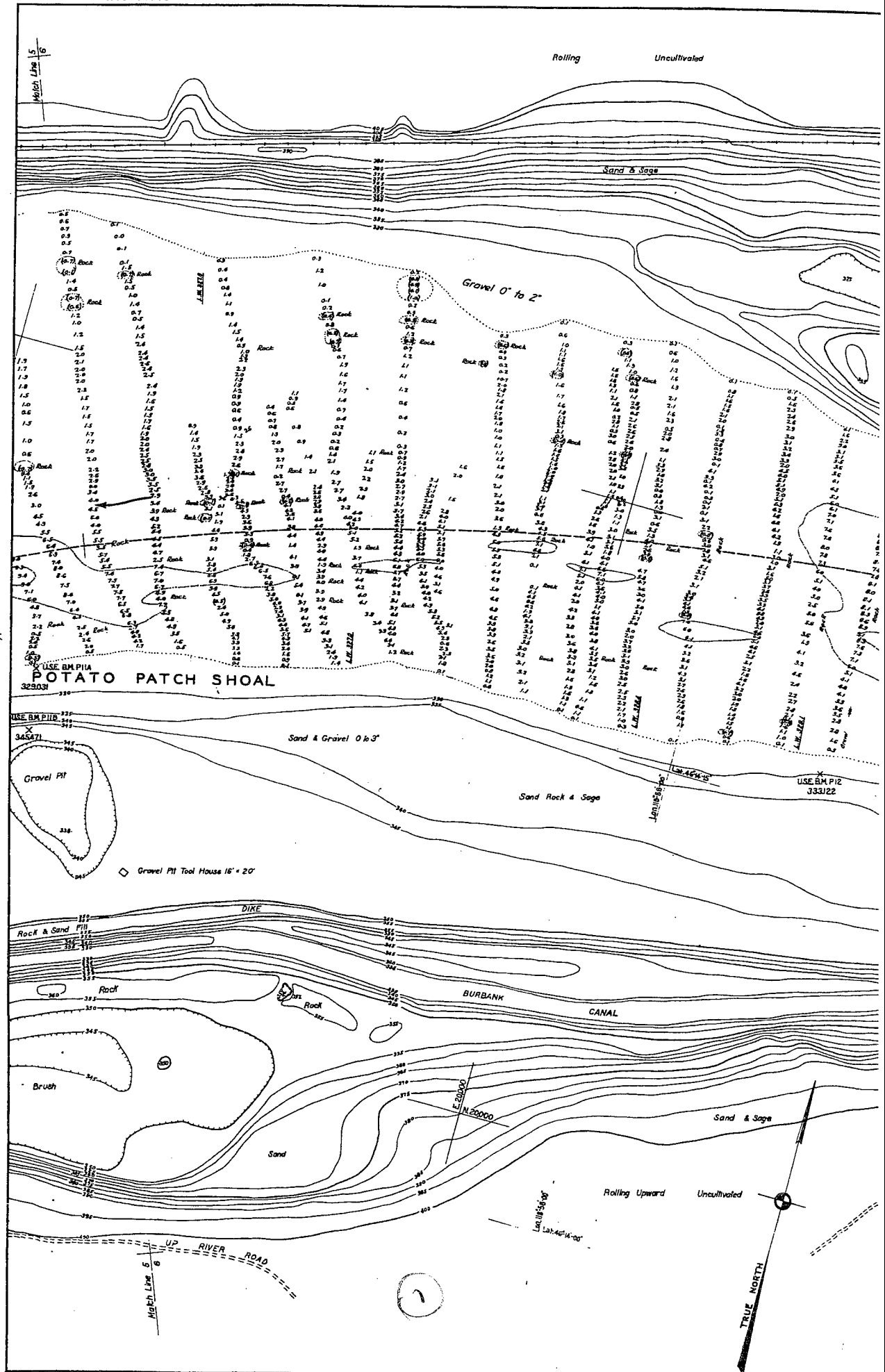
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED
 LOW WATER PLANE 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA,
 EL. 812.05 M.S.L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 8 FOOT DEPTH CURVE SHOWN THUS: _____
 9 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
 PROPOSED CHANNEL SHOWN THUS: (2) _____

Transmitted with report dated June 10, 1935.

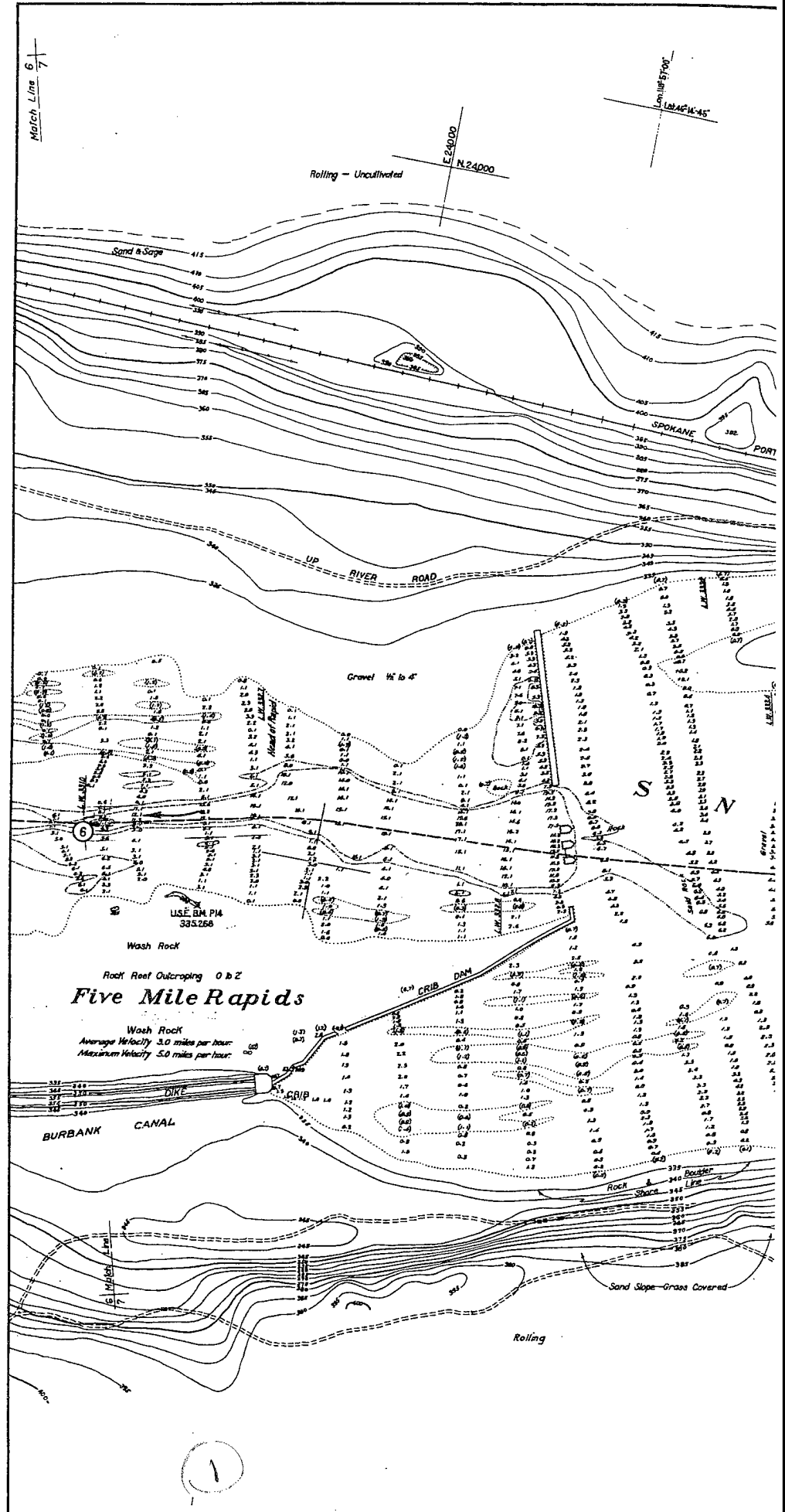
SN-1-12/4

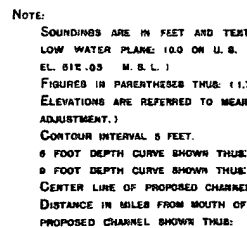




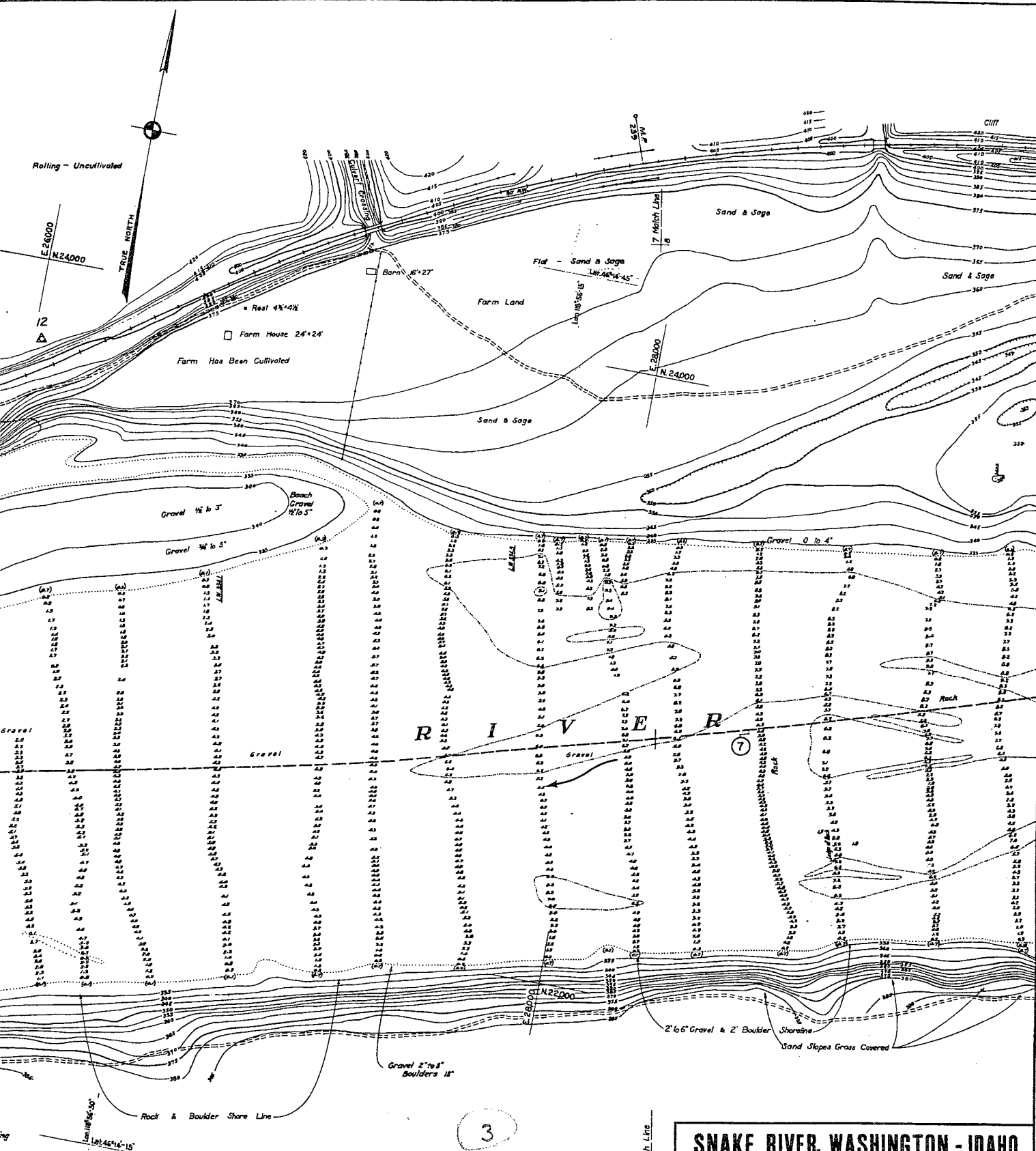








9



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 517.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1029 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ————

9 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (6)

SN-1-4/8
H-9-2/7

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 7

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Alvin L. Darr
Associate Engineer

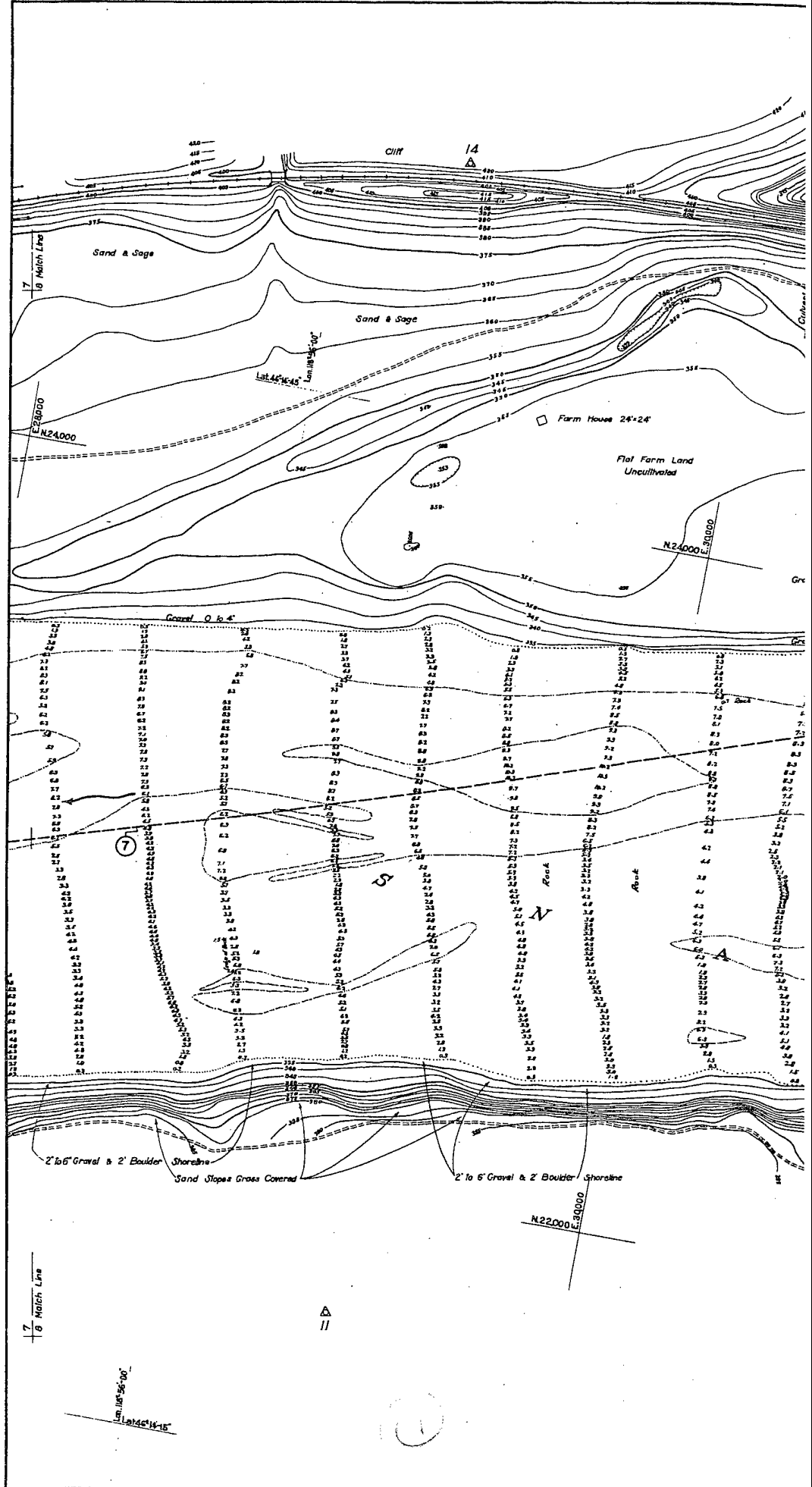
Approved:

W. Williams
Major, Corps of Engineers

Drawn by C.A.D. R.C.B.

Transmitted with report dated June 10, 1935.

SN-1-12/7



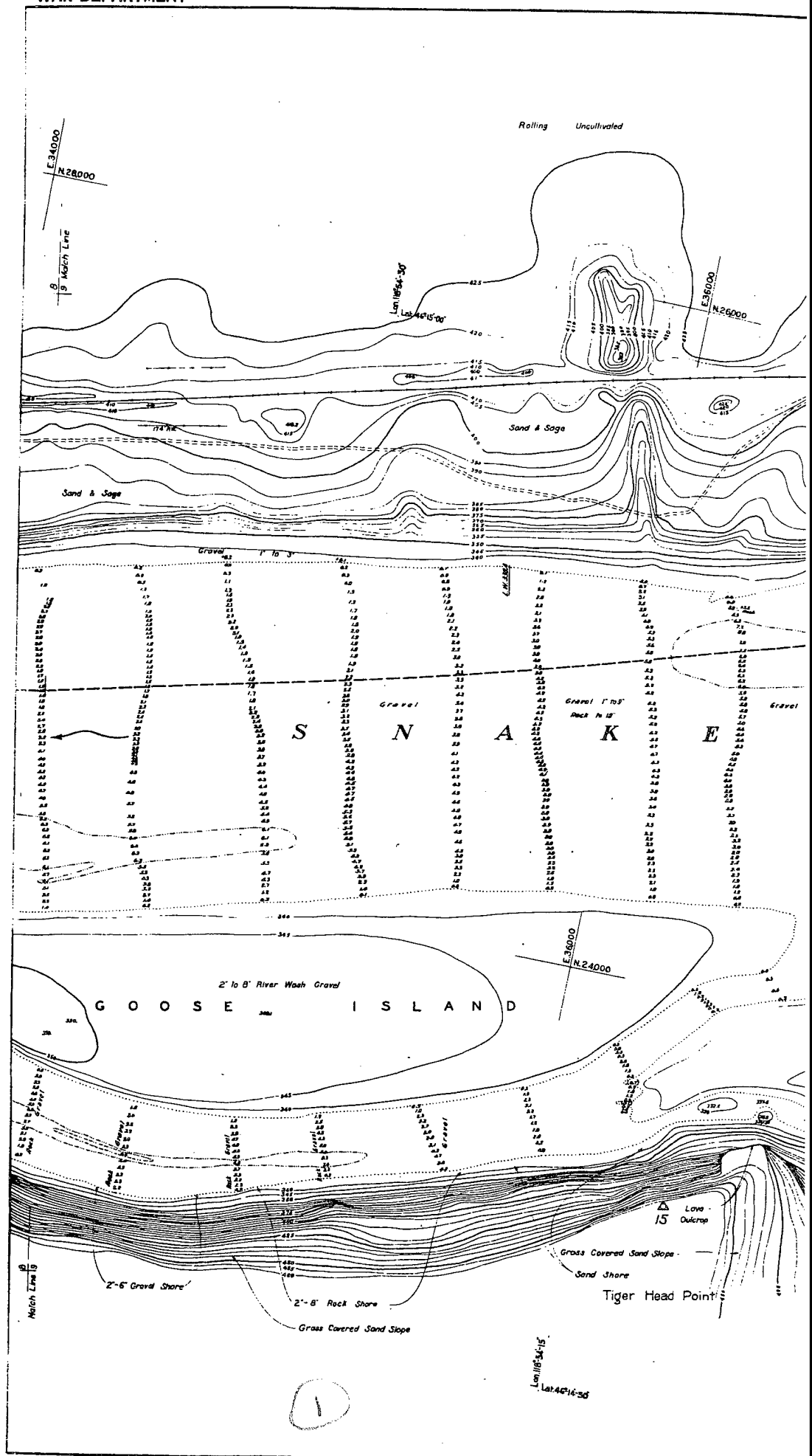


NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE, 10.0 ON U. S. WEATHER BUREAU GAGE AT PIPANA, EL. 012.05 M. S. L.
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 5 FOOT DEPTH CURVE SHOWN THUS: - - - - -
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
 DISTANCE IN MILES FROM SOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (7)

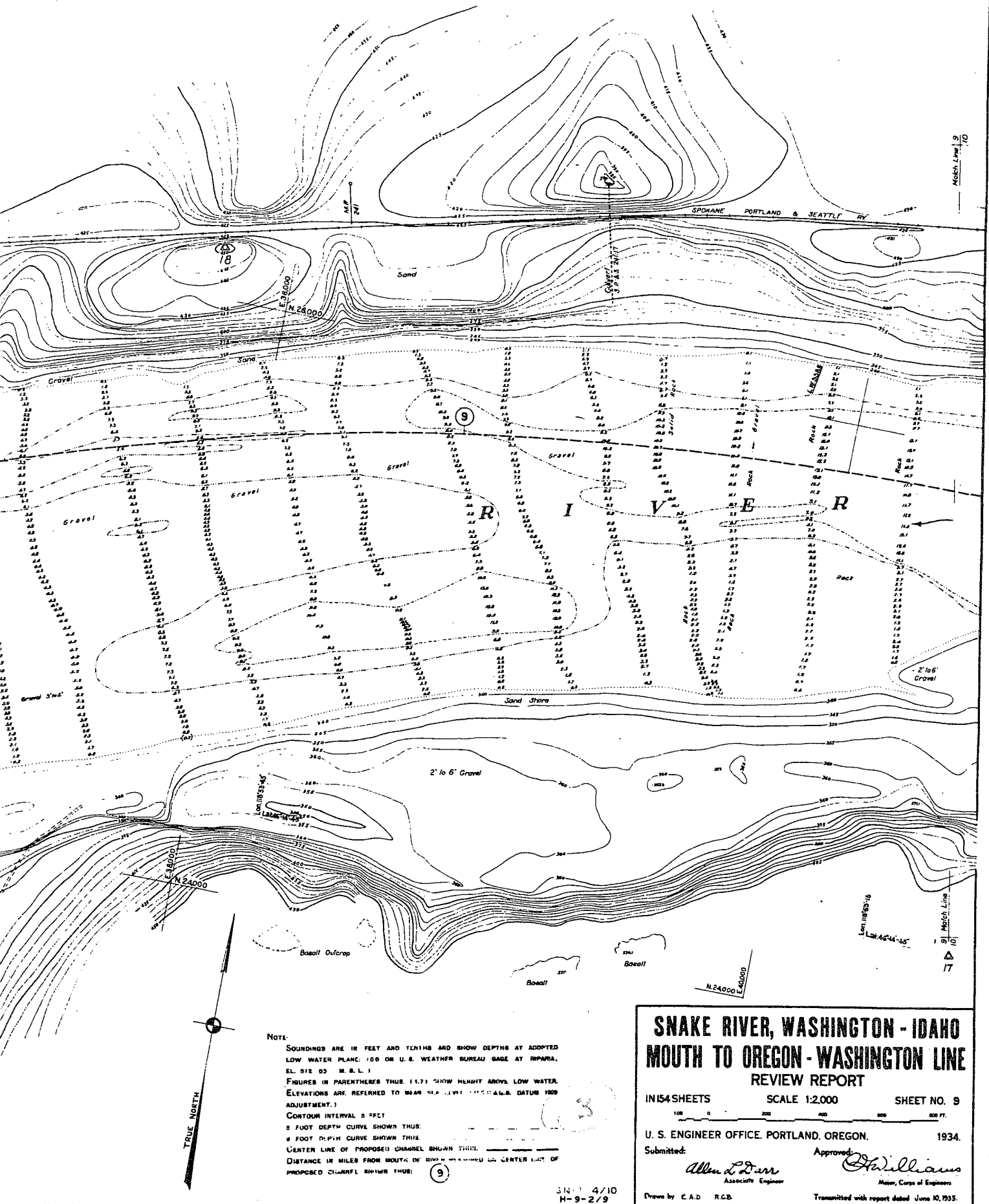
Transmitted with report dated June 10, 1935.

SN-1-1248

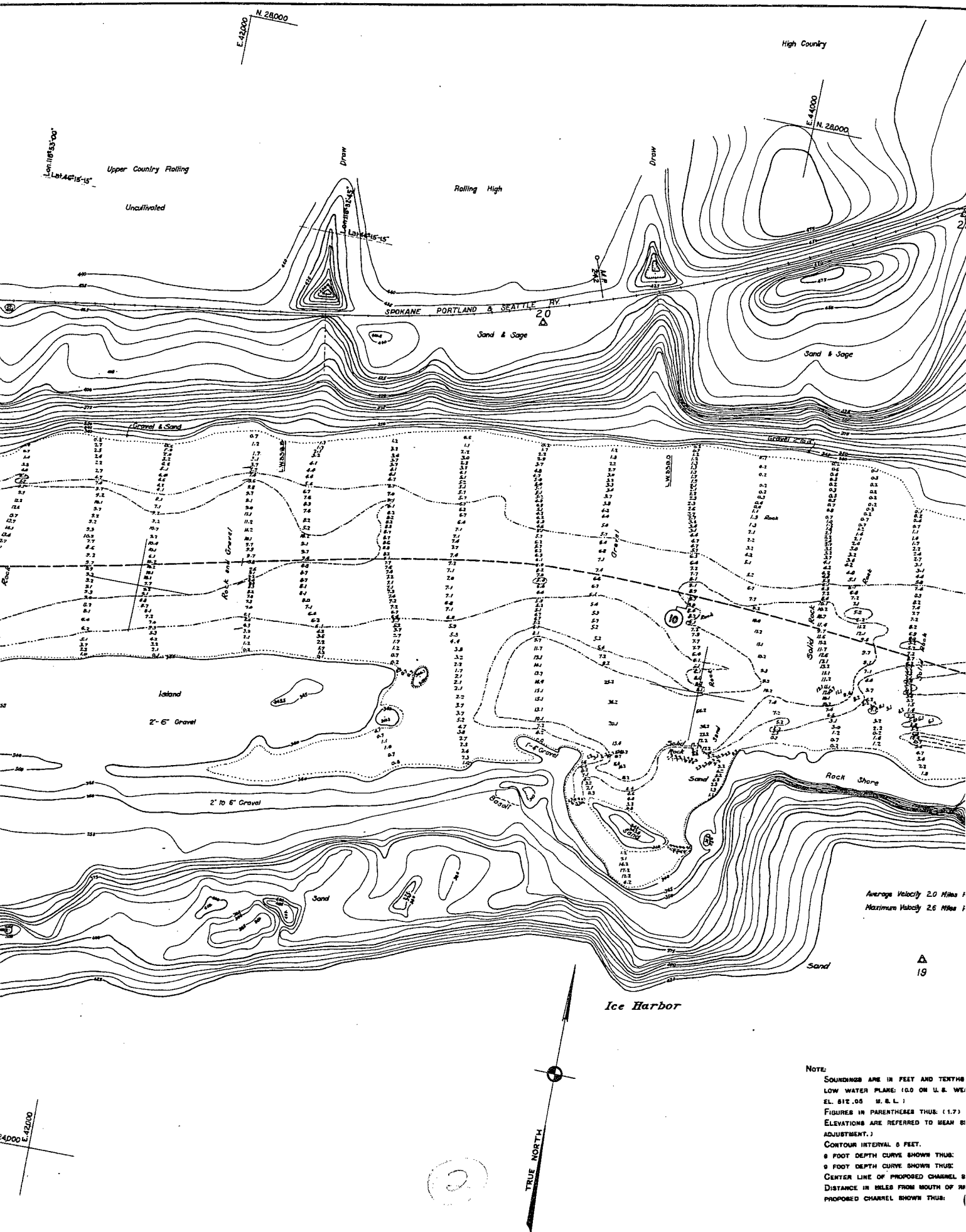
WAR DEPARTMENT

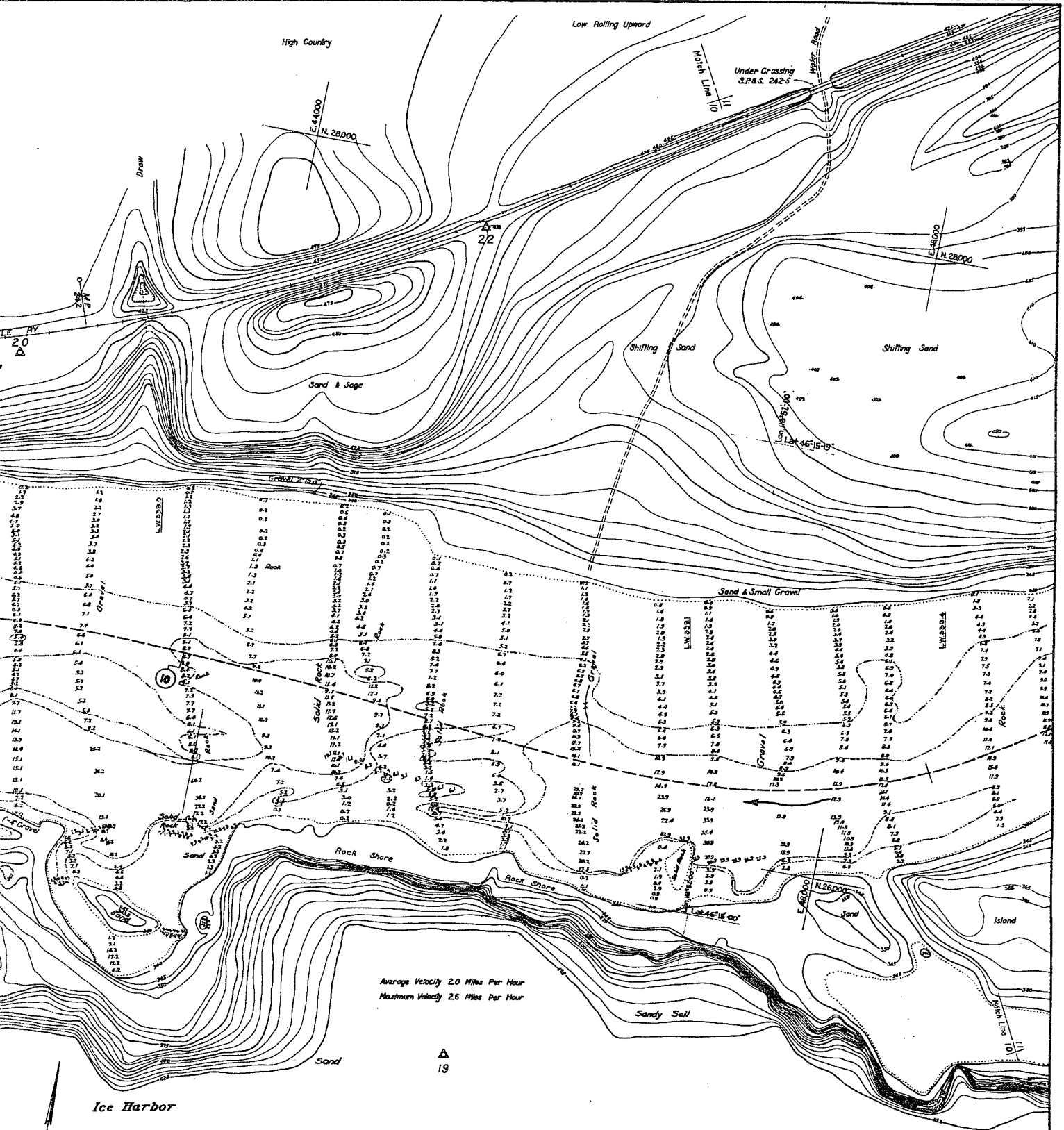












NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPAHA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL U.S.C. & G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

8 FOOT DEPTH CURVE SHOWN THUS: _____

6 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

10

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 10

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Darr
Associate Engineer

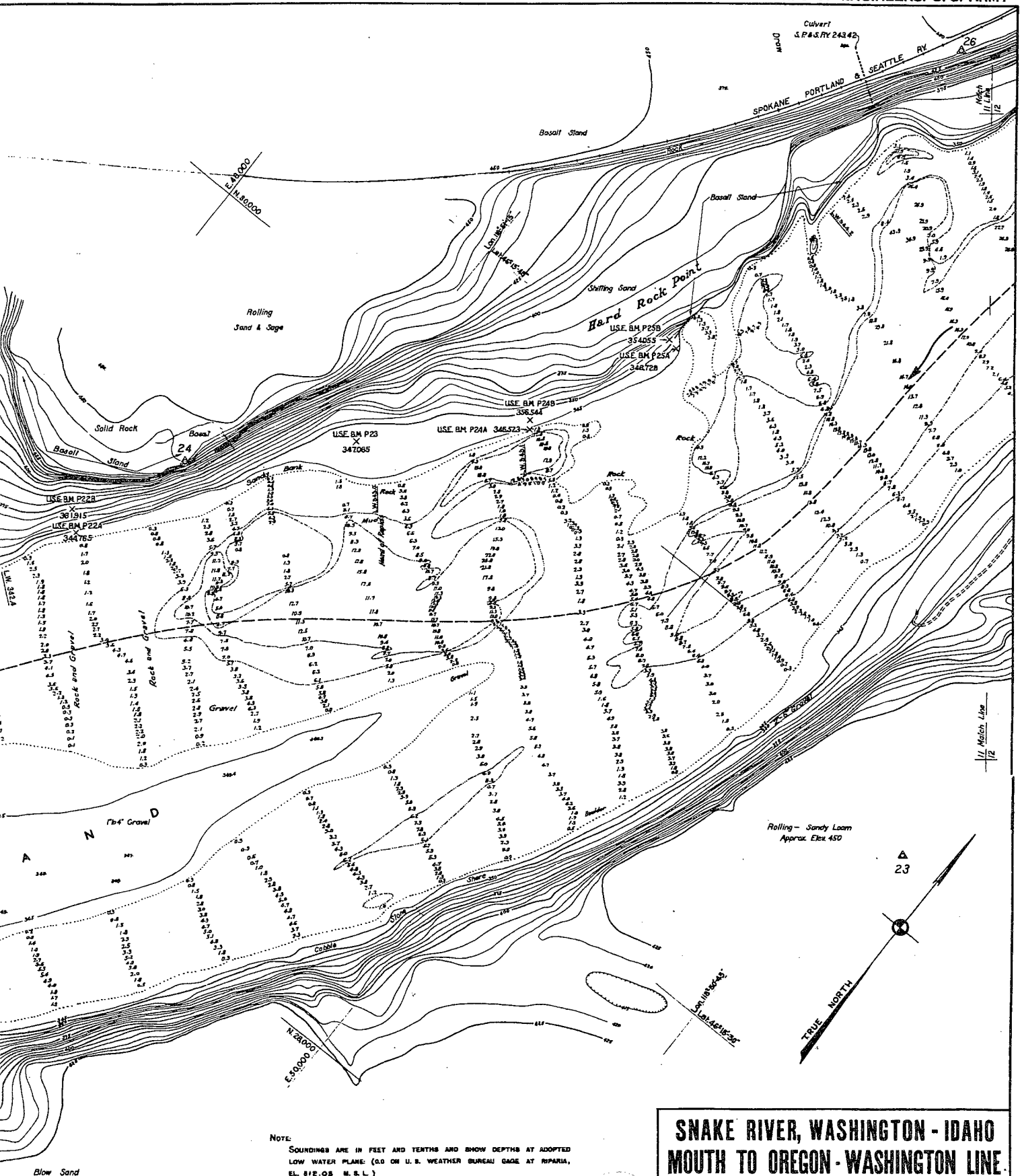
Stullman
Major, Corps of Engineers

Drawn by C.A.D. J.M.B.

Transmitted with report dated June 10, 1935.

SN-1-4/11
H-9-2/10

SN-1-12/10



NOTE.

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE. (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U. S. C. & G. S. DATUM 1009 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (1)

SN-1-4/12
H-9-2/11

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 11

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Approved:

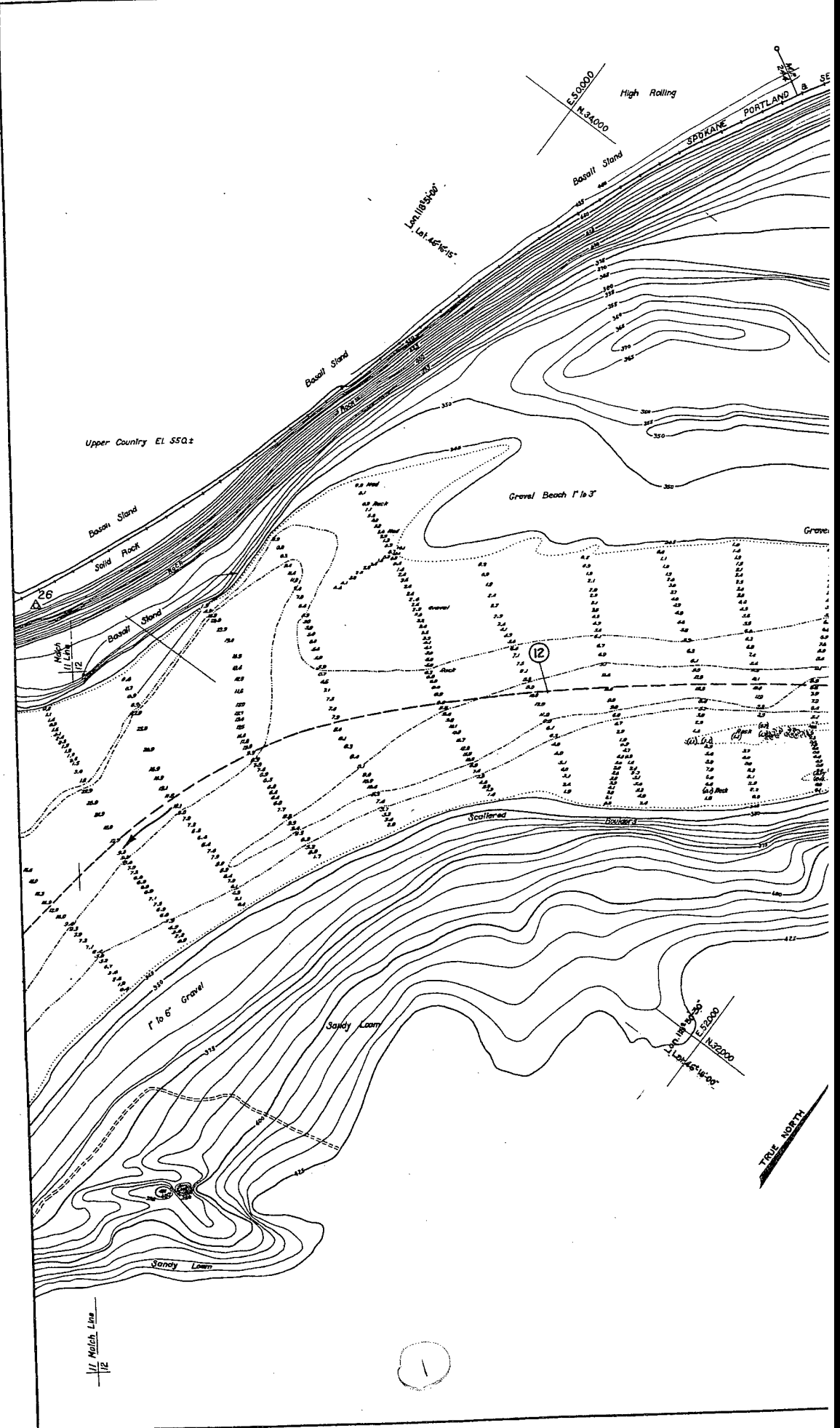
Allen L. Darr
Associate Engineer

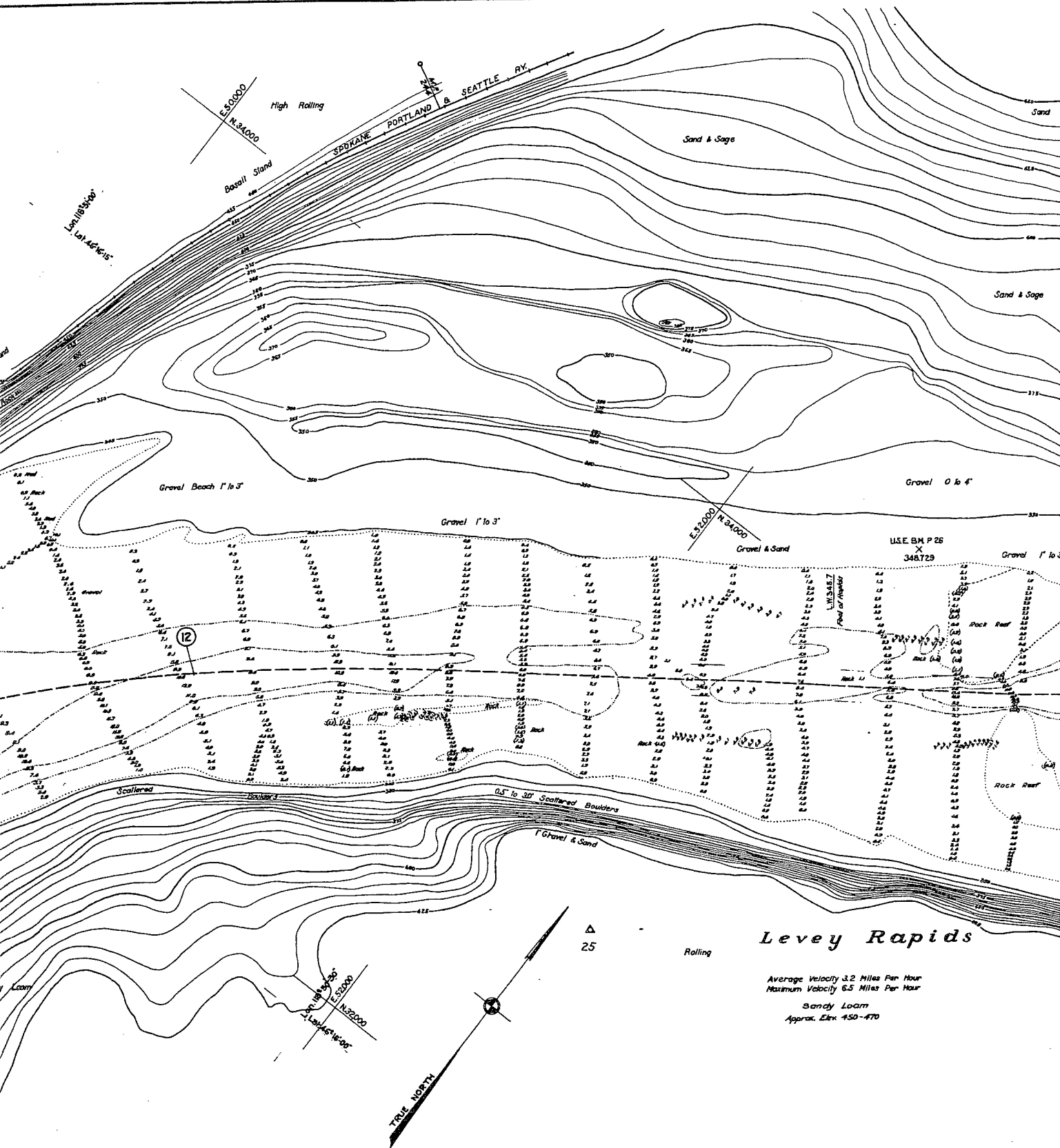
Stull
Major, Corps of Engineers

Drawn by C.A.D. J.M.B.

Transmitted with report dated June 10, 1935.

SN-1-12/11



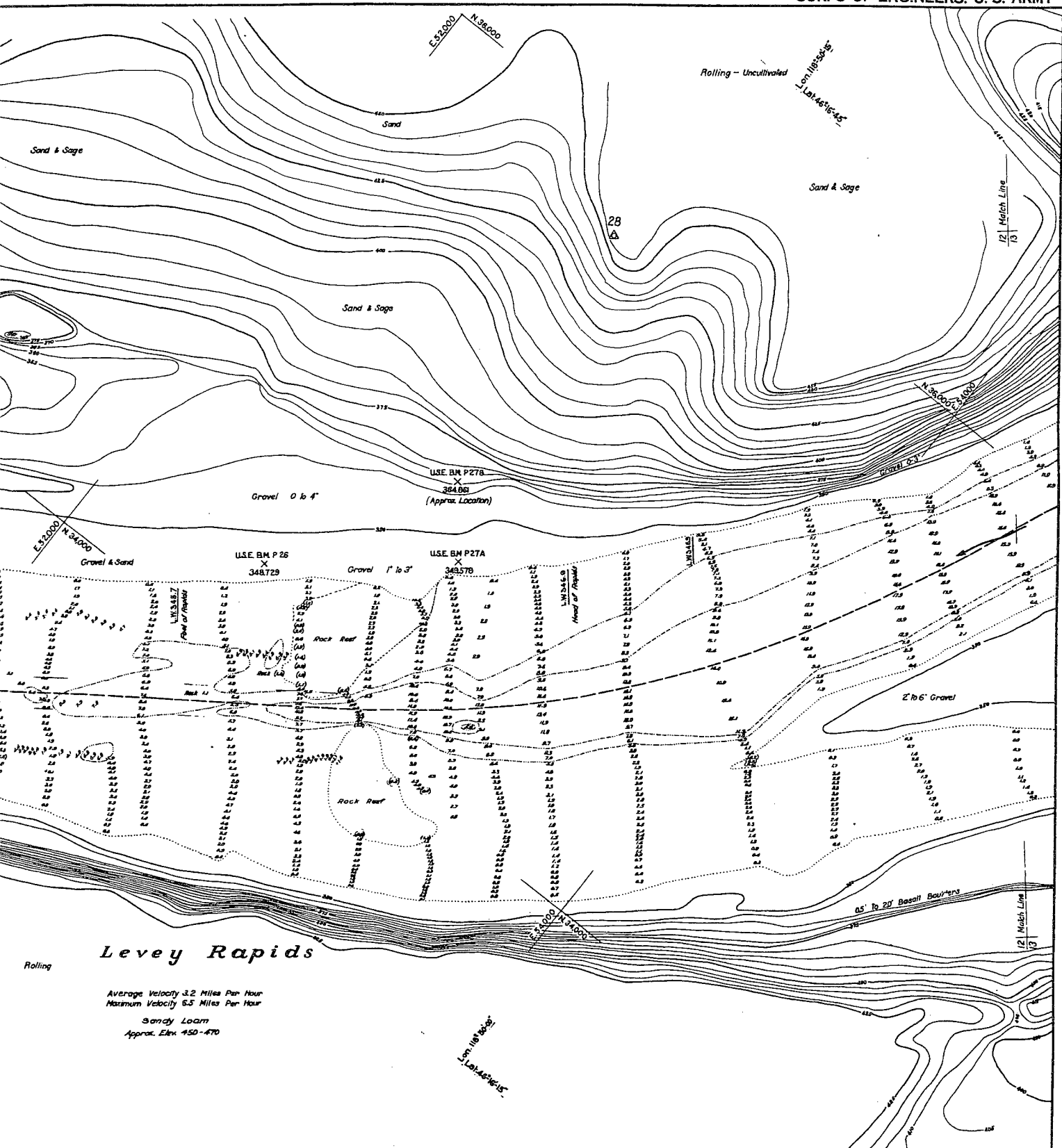


Levey Rapids

Average Velocity 3.2 Miles Per Hour
Maximum Velocity 6.5 Miles Per Hour

Sandy Loam
Approx. Elev 450-470

NOTE:
SOUNDINGS ARE IN FEET
LOW WATER PLANE: (0.0
EL. 512.06 M.S.L.)
FIGURES IN PARENTHESES
ELEVATIONS ARE REFERRING
ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET
6 FOOT DEPTH CURVE IN
8 FOOT DEPTH CURVE IN
CENTER LINE OF PROPOSED
DISTANCE IN MILES FROM
PROPOSED CHANNEL SHOULDER



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 612.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

8 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (12)

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 12

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Allen L. Dam
Associate Engineer

Approved:

W. J. Williams
Major, Corps of Engineers

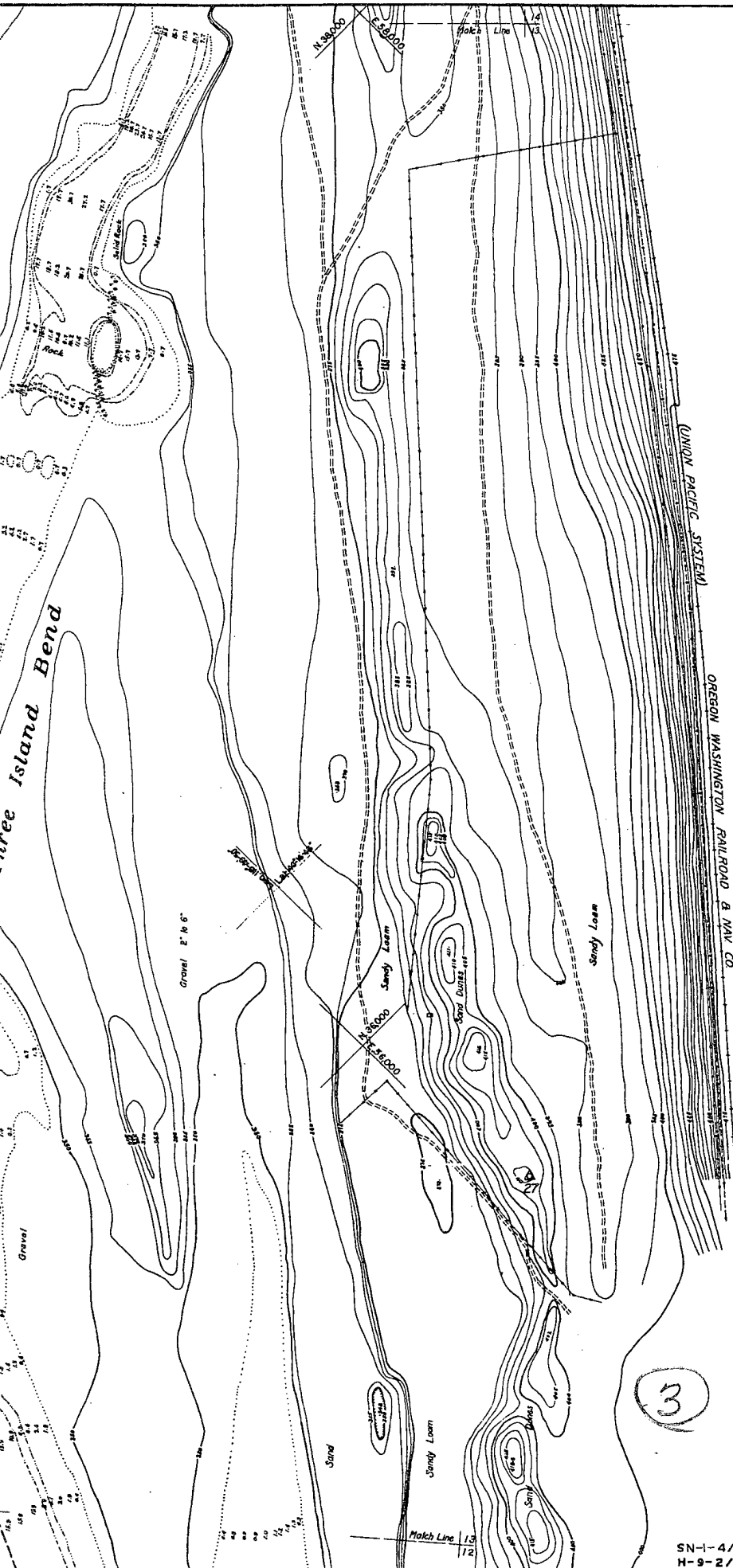
Drawn by C.A.D. E.C.B.

Transmitted with report dated June 10, 1935.

SN-1-4/13
H-9-2/12

SN-1-12/12





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 612.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

5 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (13)

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 13

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Darr
Associate Engineer

Stanley Darr
Major, Corps of Engineers

Drawn by C.A.D. J.M.B.

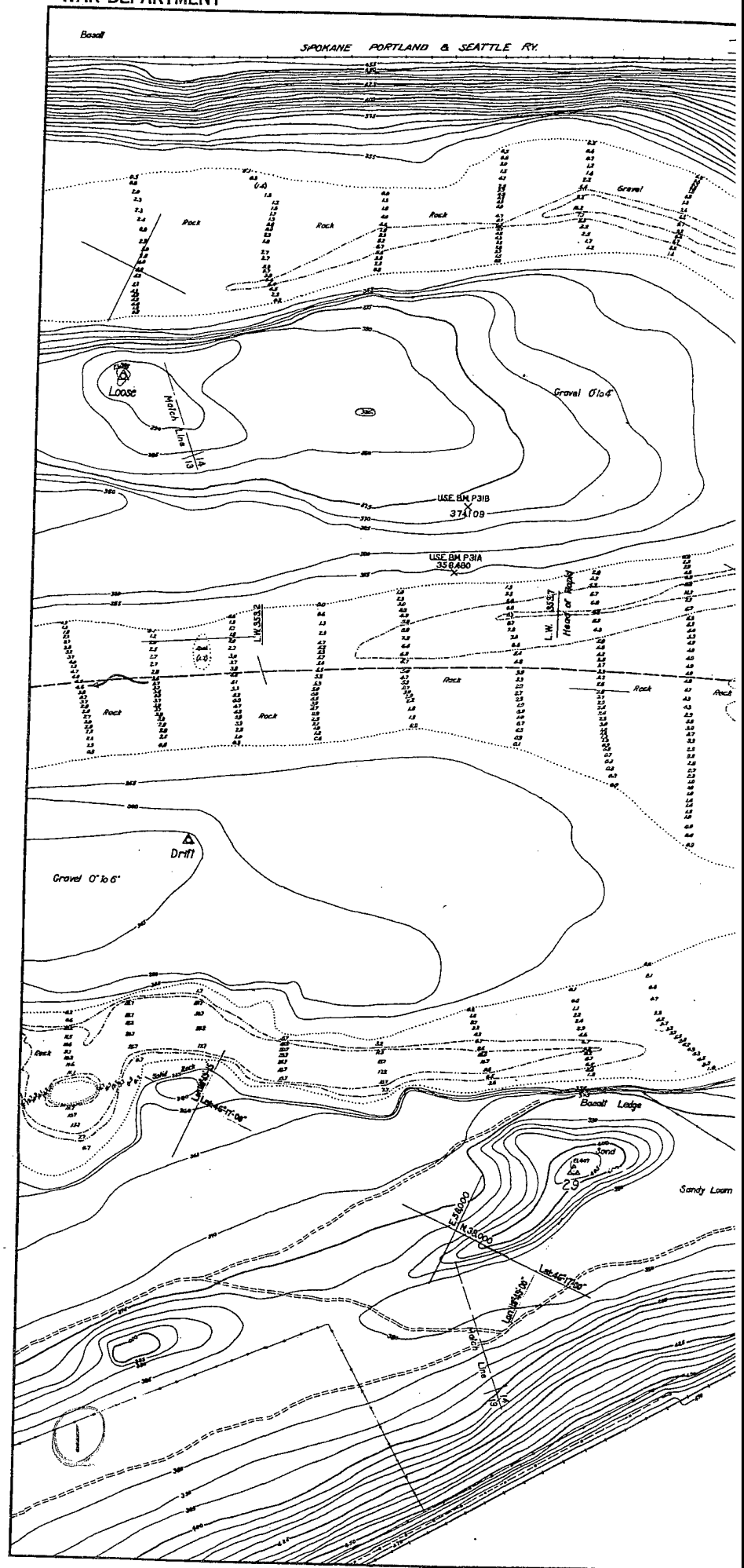
Transmitted with report dated June 10, 1935.

SN-1-4/14
H-9-2/13

SN-1-12/13

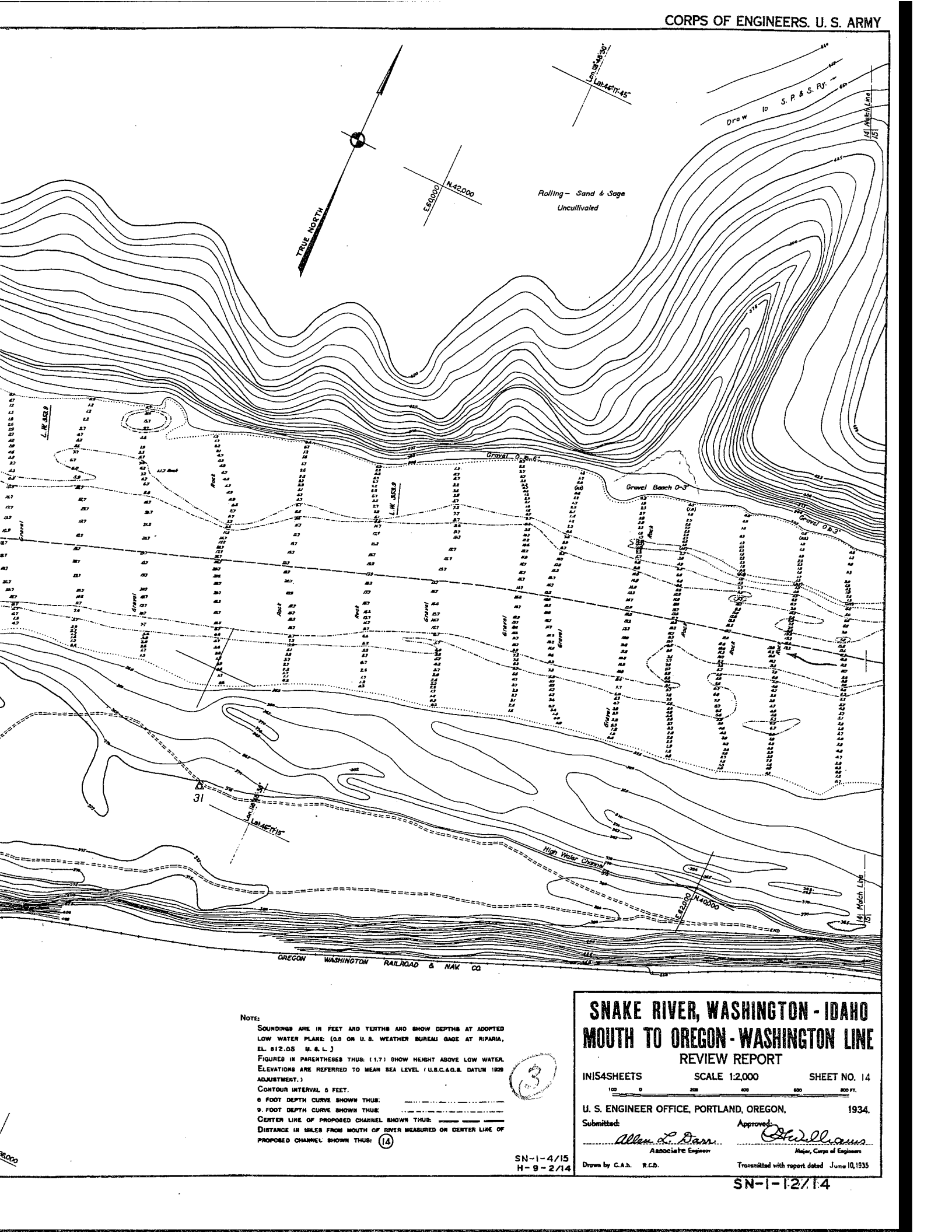
Basalt

SPOKANE PORTLAND & SEATTLE RY.





NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW
 LOW WATER PLANE (0.0 ON U. S. WEATHER SUR
 EL. 812.05 M. S. L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW MEAN
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (1
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 5 FOOT DEPTH CURVE SHOWN THUS: - - - - -
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASUR
 PROPOSED CHANNEL SHOWN THUS: (14)



SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. & L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 8 FEET.

8 FOOT DEPTH CURVE SHOWN THUS: _____

9 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN SMILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (14)

INIS4SHEETS SCALE 1:2,000 SHEET NO. 14

100 0 200 400 600 800 FT.

1934.

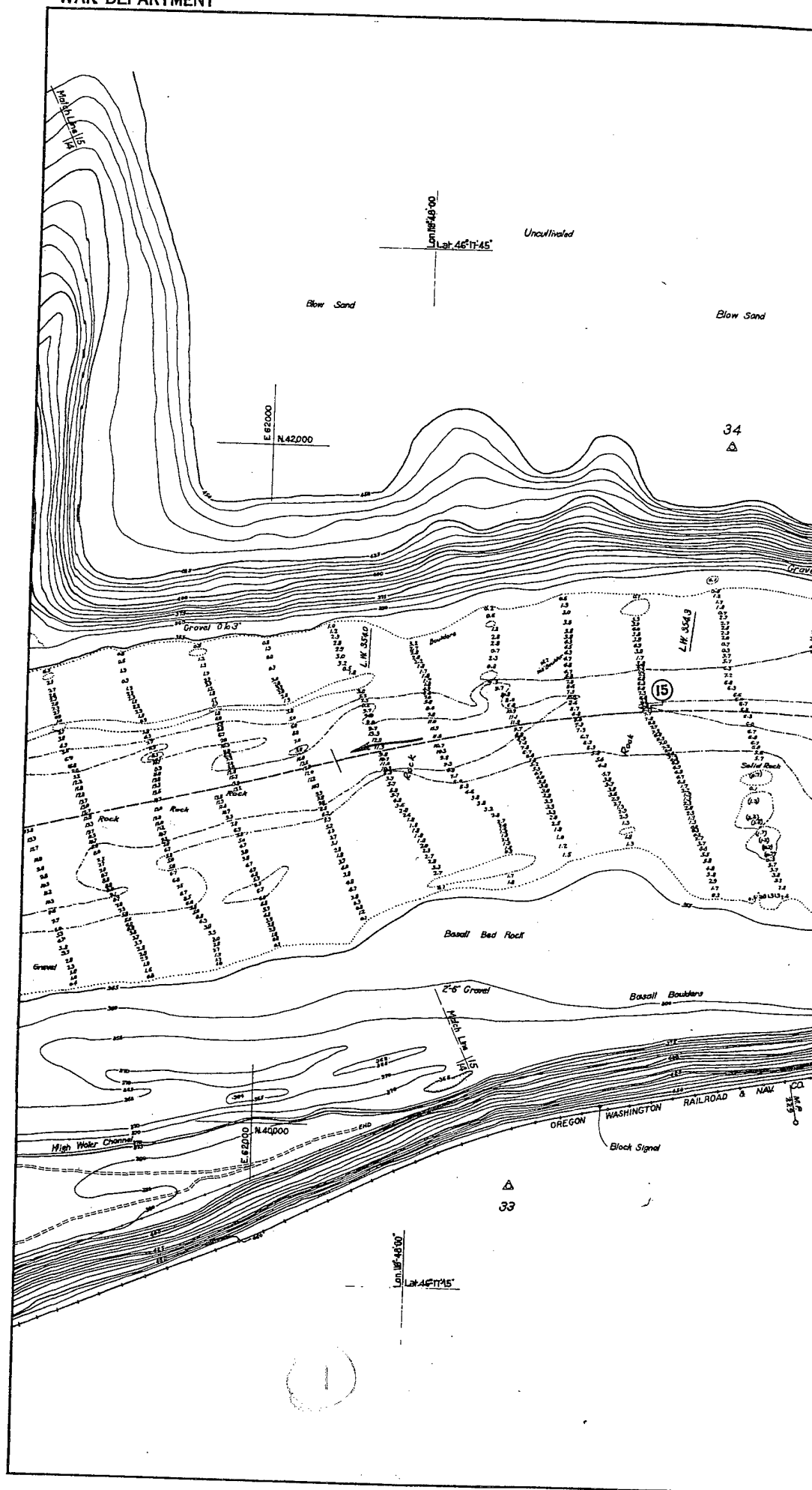
Approved:

Willis
Major, Corps of Engineers

Transmitted with report dated June 10, 1935

SN-1-12/14

WAR DEPARTMENT



Uncultivated

Blow Sand

Lat 45° 11' 15"

34

E 64000
N 42000

E 66000
N 42

Rolling - Uha

Sandy

36

38

Basalt Boulders

Basalt

Lodge

35
Tunnel Overhead Warning

TUNNEL #7 16' WIDE

37

E 66000
N 4300

33

Lat 45° 11' 15"

NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPT
LOW WATER PLANE: (0.0 ON U.S. WEATHER BUREAU GA
EL. 812.05 M.S.L.)
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT AND
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&
ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
5 FOOT DEPTH CURVE SHOWN THUS: _____
5 FOOT DEPTH CURVE SHOWN THUS: _____
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON
PROPOSED CHANNEL SHOWN THUS: (15)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RUPARIA, EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U. S. C. & G. S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ————

9 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF

PROPOSED CHANNEL SHOWN THUS: (15)

SN-1-4/16
H-9-2/15

3

IN 15 SHEETS SCALE 1:2,000 SHEET NO. 15

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Allen L. Davis
Associate Engineer

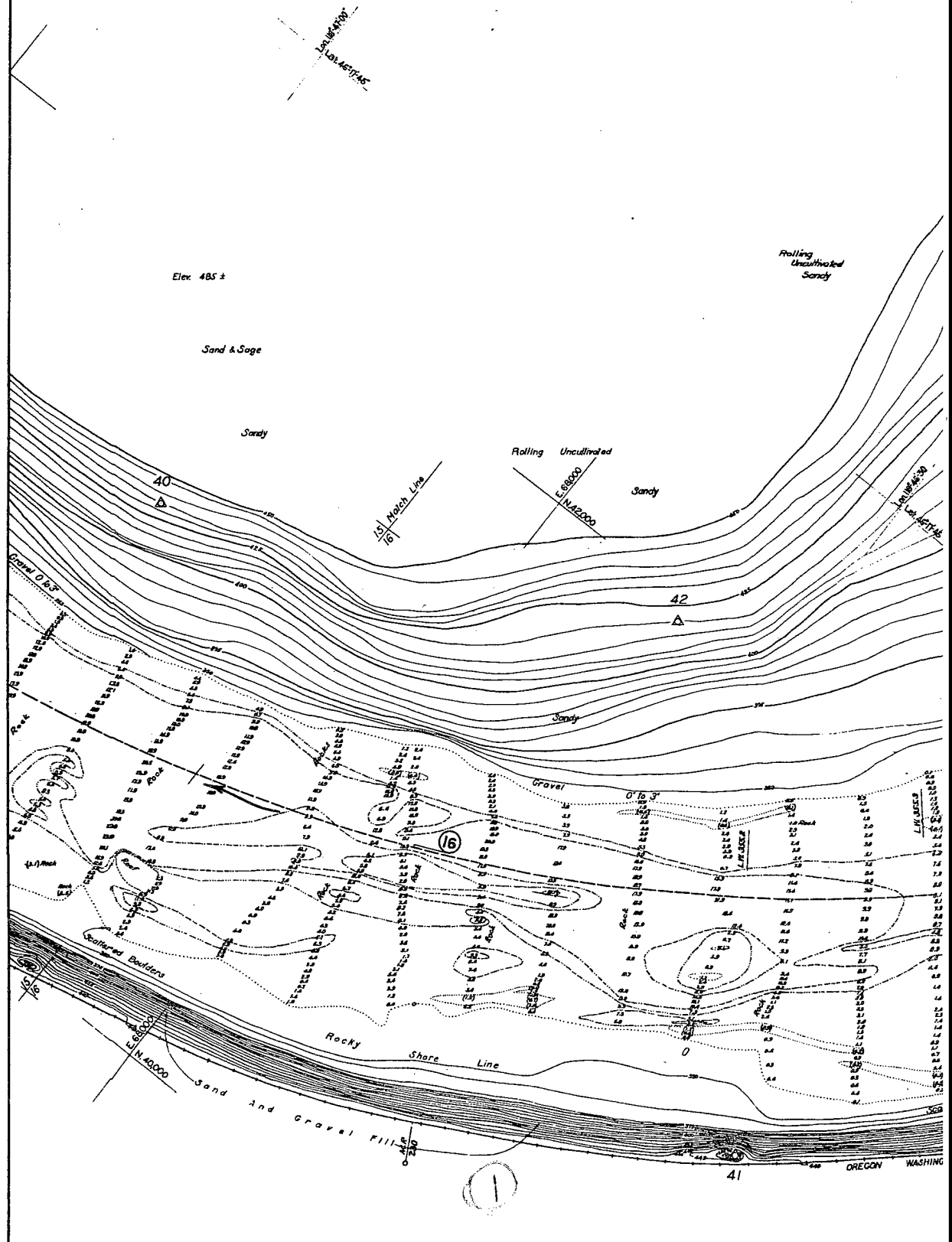
Approved:

W. H. Hall
Major, Corps of Engineers

Drawn by: C.A.B. J.M.B.

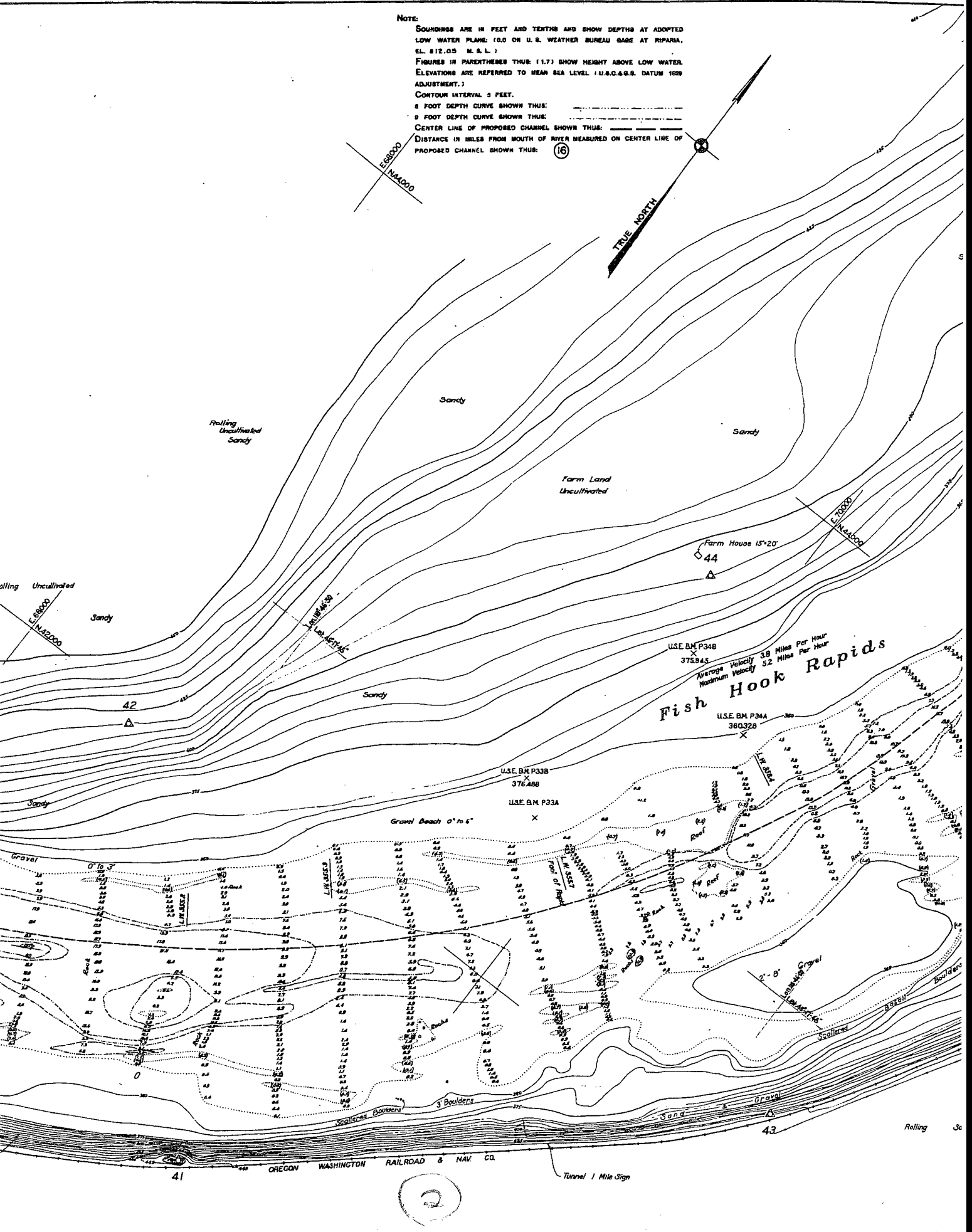
Transmitted with report dated June 10, 1935

SN-1-12/15



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. S. L.)
 FIGURES IN PARENTHESES THUS (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 8 FOOT DEPTH CURVE SHOWN THUS:
 9 FOOT DEPTH CURVE SHOWN THUS:
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS:
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (16)



SCALE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED
PLANE: (10.0 ON U.S. WEATHER BUREAU GAGE AT RUPARIA,
D.R.L.)
PARENTHESES THUS (1.7) SHOW HEIGHT ABOVE LOW WATER.
ELEVATIONS REFERRED TO MEAN SEA LEVEL (U.S.O.G.S. DATUM 1929)

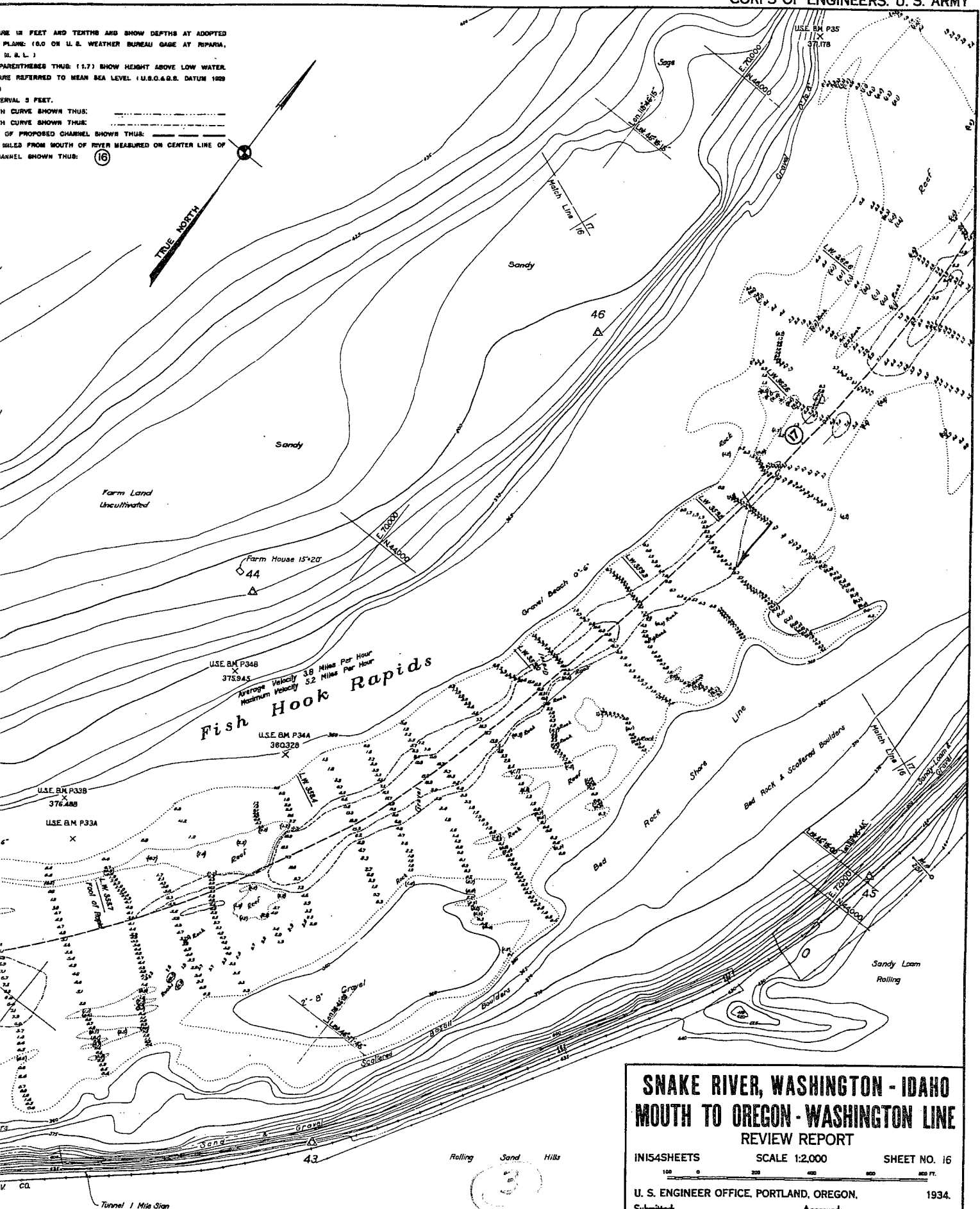
INTERVAL 5 FEET.

IN CURVE SHOWN THUS:

IN CURVE SHOWN THUS:

OF PROPOSED CHANNEL SHOWN THUS:

MEASUREMENTS FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
CHANNEL SHOWN THUS: (16)



Snake River, Washington - Idaho Mouth to Oregon - Washington Line Review Report

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 16

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Approved:

Allen L. Darr
Associate Engineer

W. H. Williams
Major, Corps of Engineers

Drawn by C.A.D. J.G.B.

Transmitted with report dated June 10, 1935

SN-1-4/17
H-9-2/16

SN-1-12/16





High Country is Cultivated
Approx. 4000' From Bank, E. 700's



NOTE:
SOUNDINGS
LOW WATER
EL. 812.05
FIGURES IN
ELEVATIONS
ADJUSTMENT
CONTOUR 100
8 FOOT DEF
CENTER LINE
DISTANCE 10
PROPOSED C

High Country is Cultivated
Approx. 4000' From Bank, El. 700's



NOTE.

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1983 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

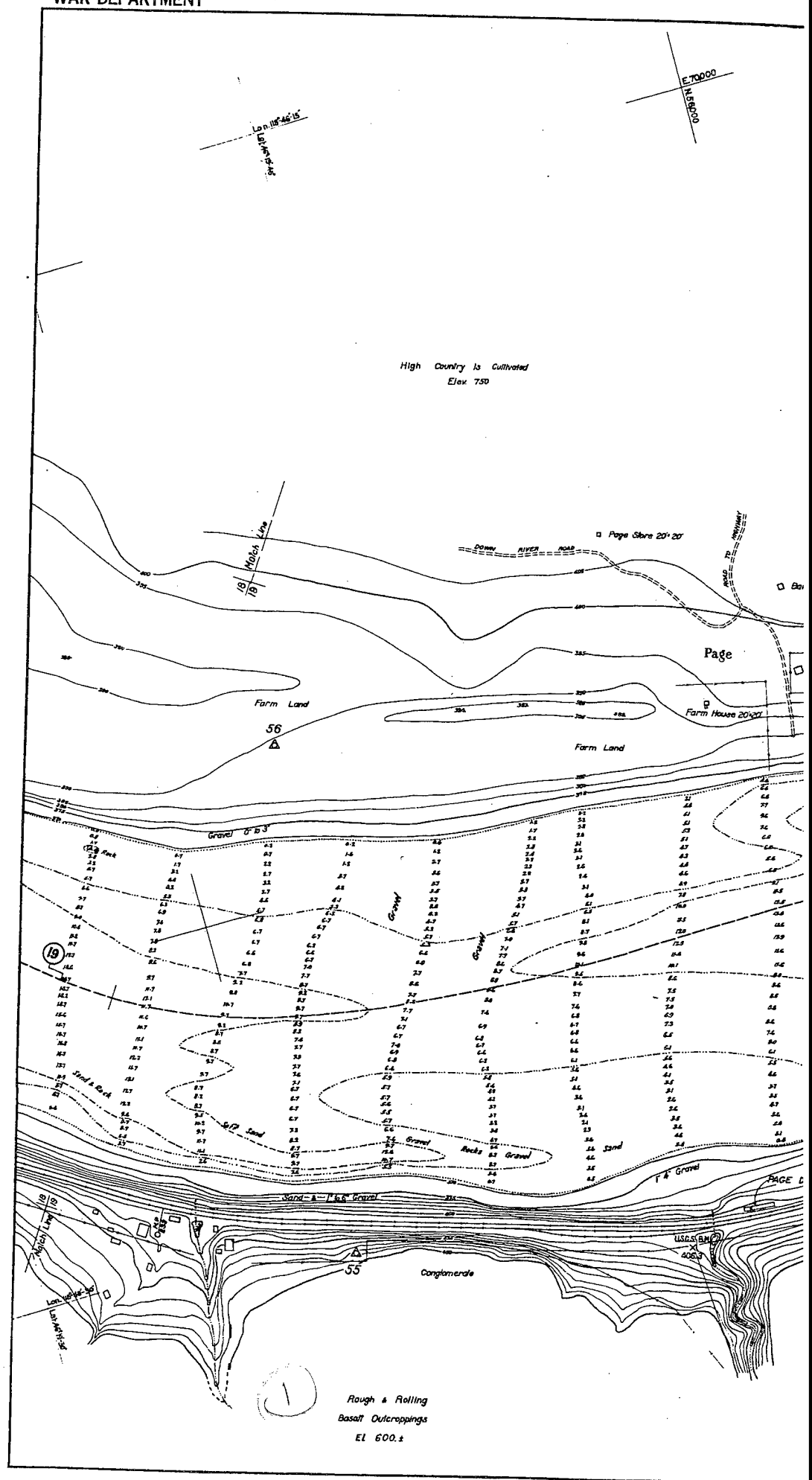
5 FOOT DEPTH CURVE SHOWN THUS: ————

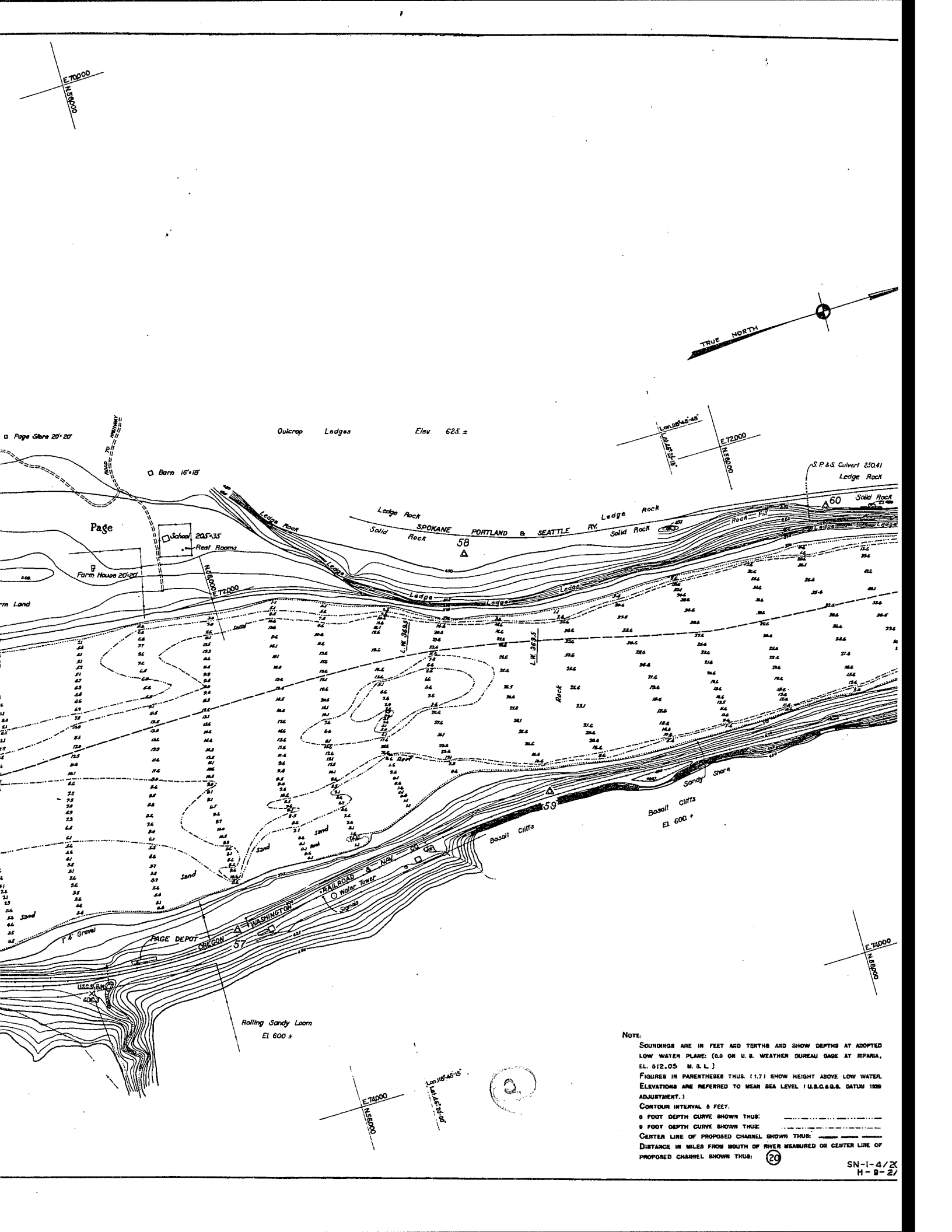
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (18)

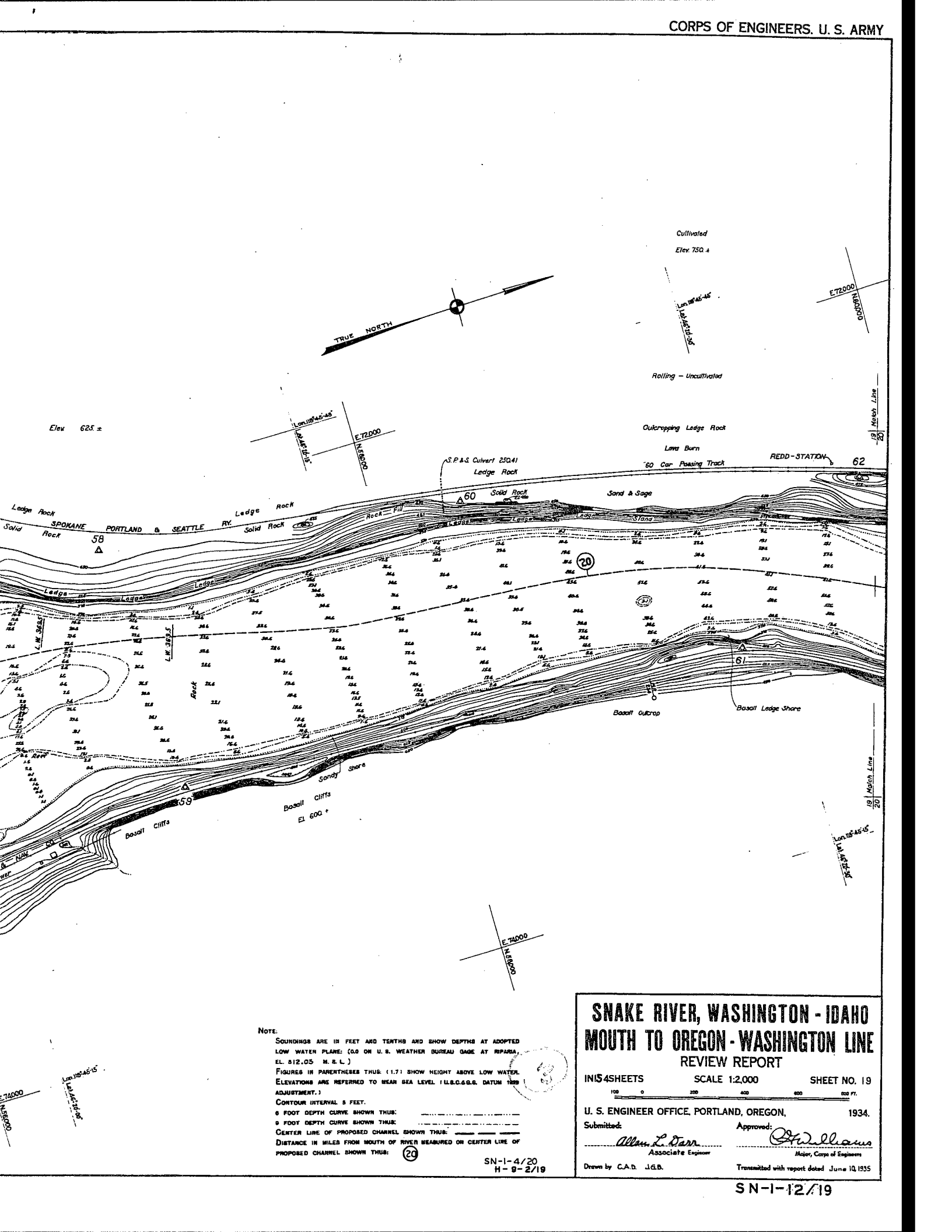
Sandy Loom
Uncultivated

WAR DEPARTMENT





NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT IDAHO, EL. 512.05 M. S. L.)
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)
CONTOUR INTERVAL 8 FEET.
8 FOOT DEPTH CURVE SHOWN THUS: _____
9 FOOT DEPTH CURVE SHOWN THUS: _____
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (29)



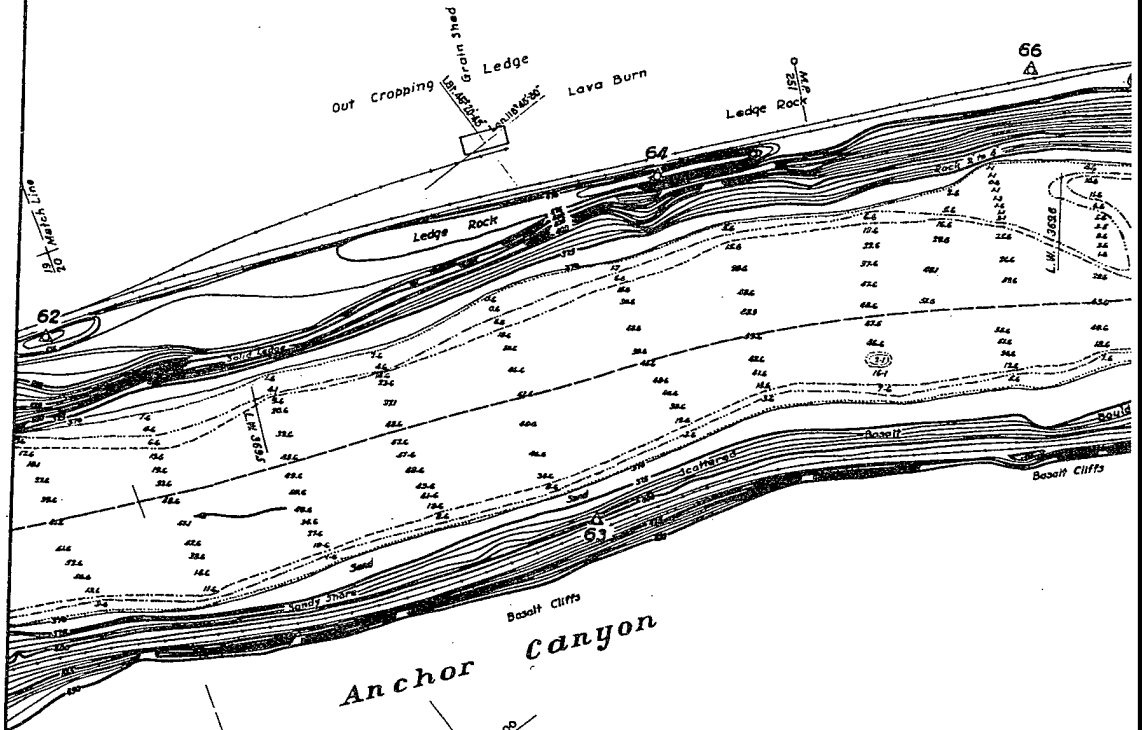
SN-1-4/20
H-9-2/19

Transmitted with report dated June 10, 1935

SN-1-12/19

High Land Cultivated
Elev. 750±

Elev. 600±



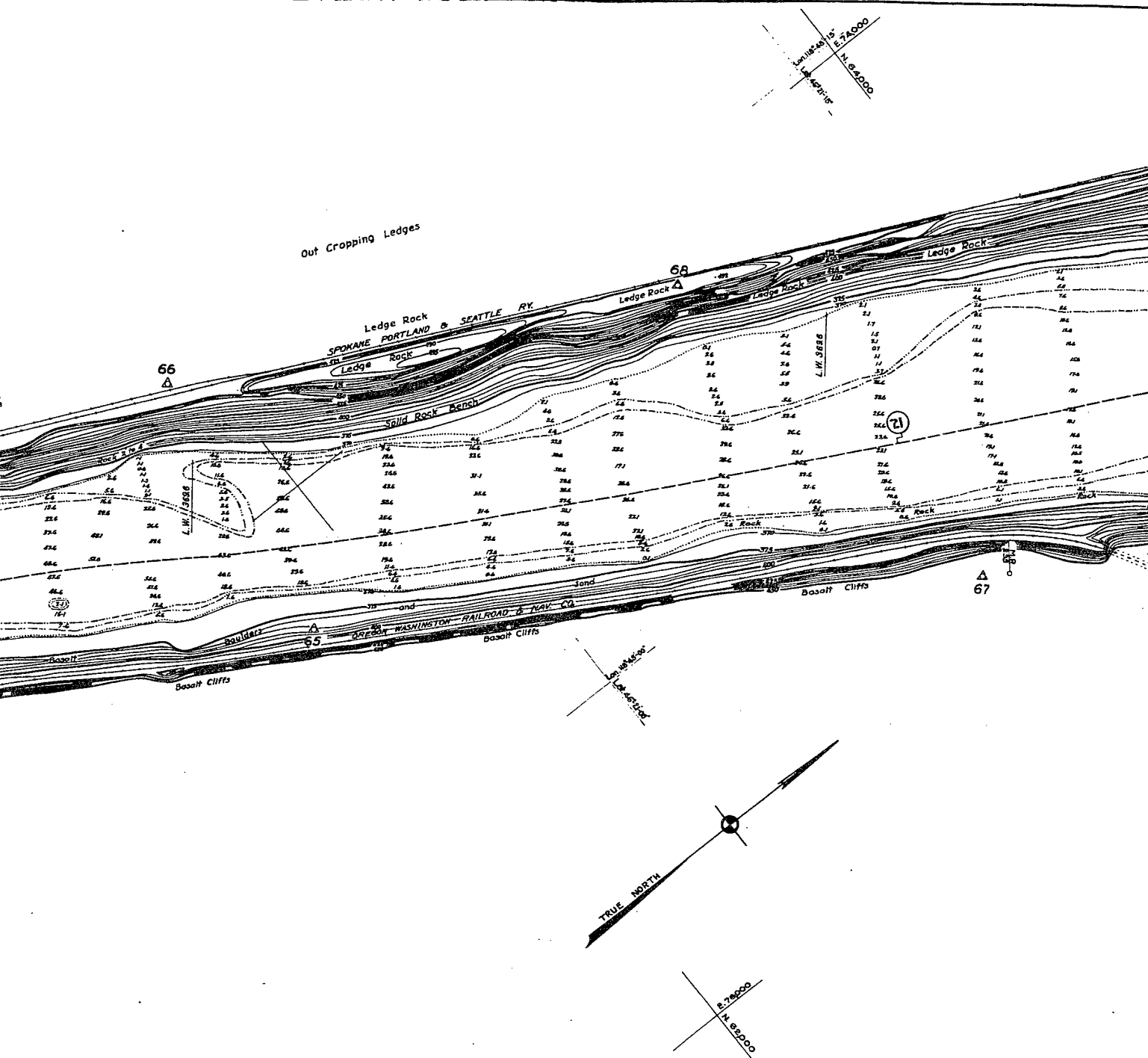
Anchor Canyon

Elev. 7400

Elev. 7400

Elev. 7400

Elev. 7400

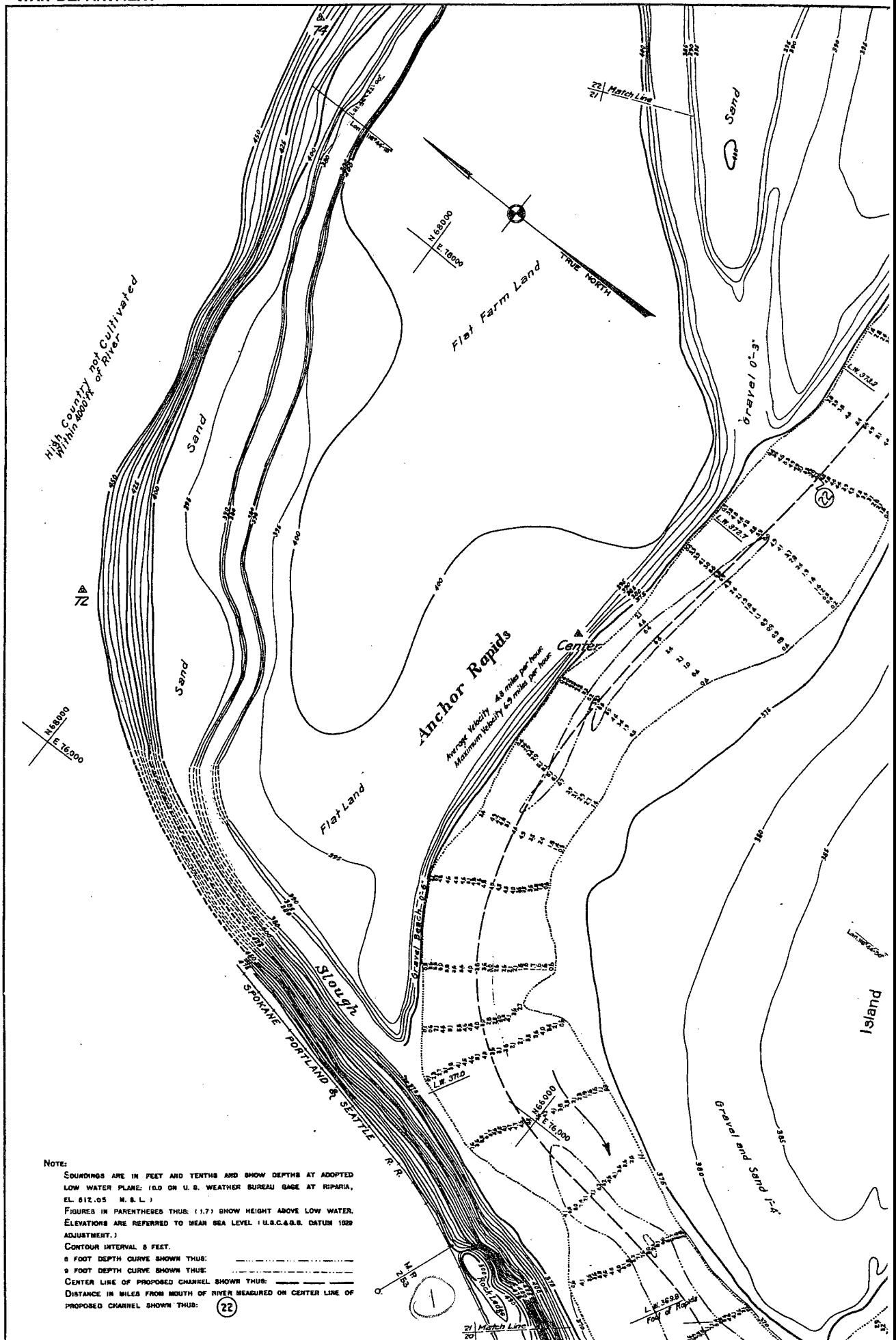


NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED
 LOW WATER PLANE: (0.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA,
 EL. 512.05 M.S.L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
 PROPOSED CHANNEL SHOWN THUS: (21)

(2)

3

SN-1-12/20

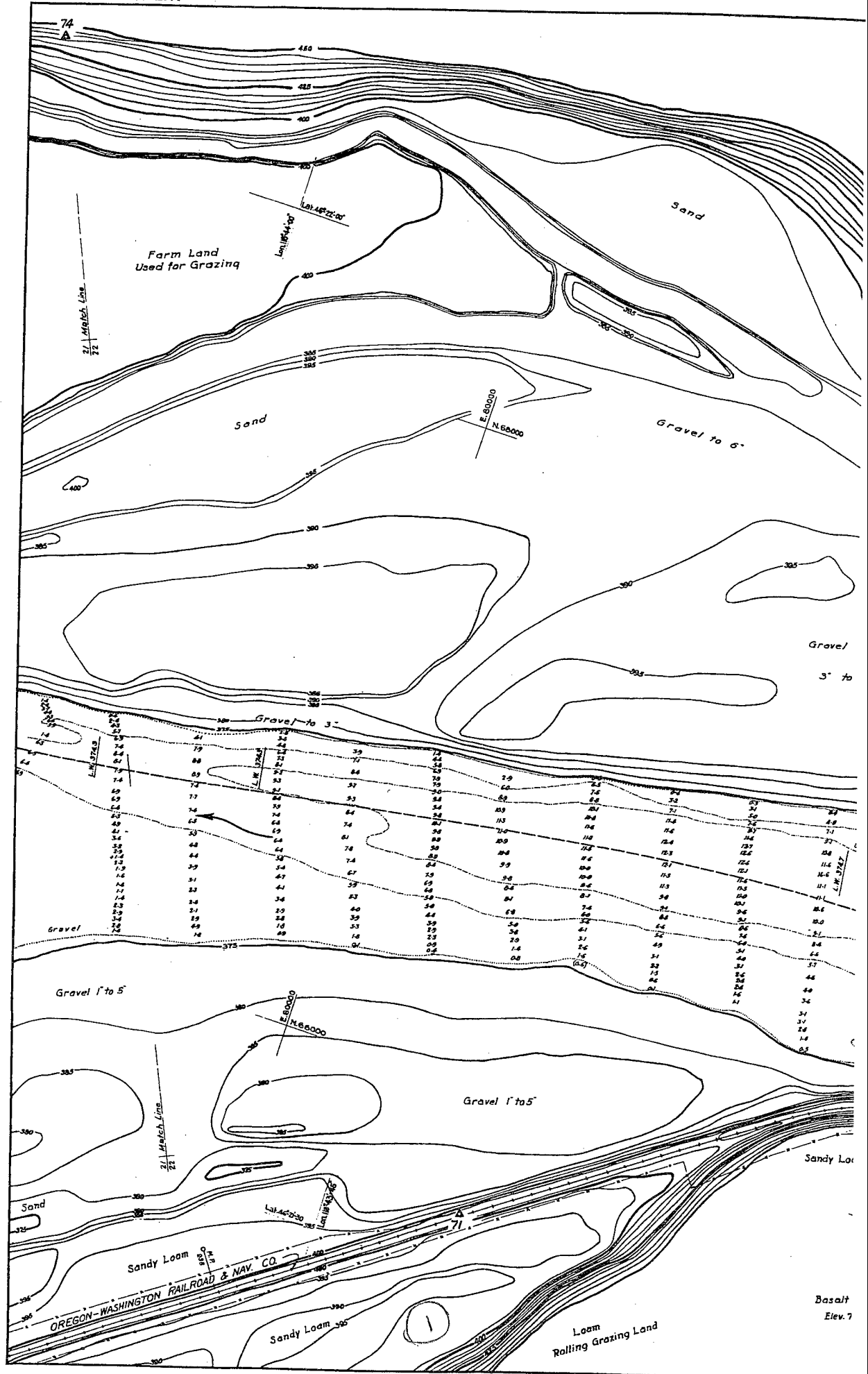




High Grazing Land Elev 500'

Drawn by G.B.E. J.G.B. Transmitted with report dated June 10, 1935

SN-1-12/21



NOTES:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U.S. WEATHER BUREAU GAGE AT RIVAPAR, EL. 812.95 M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 8 FEET.

8 FOOT DEPTH CURVE SHOWN THUS: _____

8 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (23)

76
▲

TRUE NORTH

High Cou.
Elev. 6

Lat 45° 45' 00"
Lat 45° 45' 00"

Gravel Bar
3" to 7"

Gravel 1 to 3"

Grave

Gravel 3" to 10"

Gravel 3 to 10"

Sandy Loam & Basalt Boulders

Basalt Cliff
Elev. 700+

Loom
ling Grazing Land

Sandy Loam & Basalt

SN-1-4/23
H-9-2/22

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L. I

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U. S. C. & G. S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

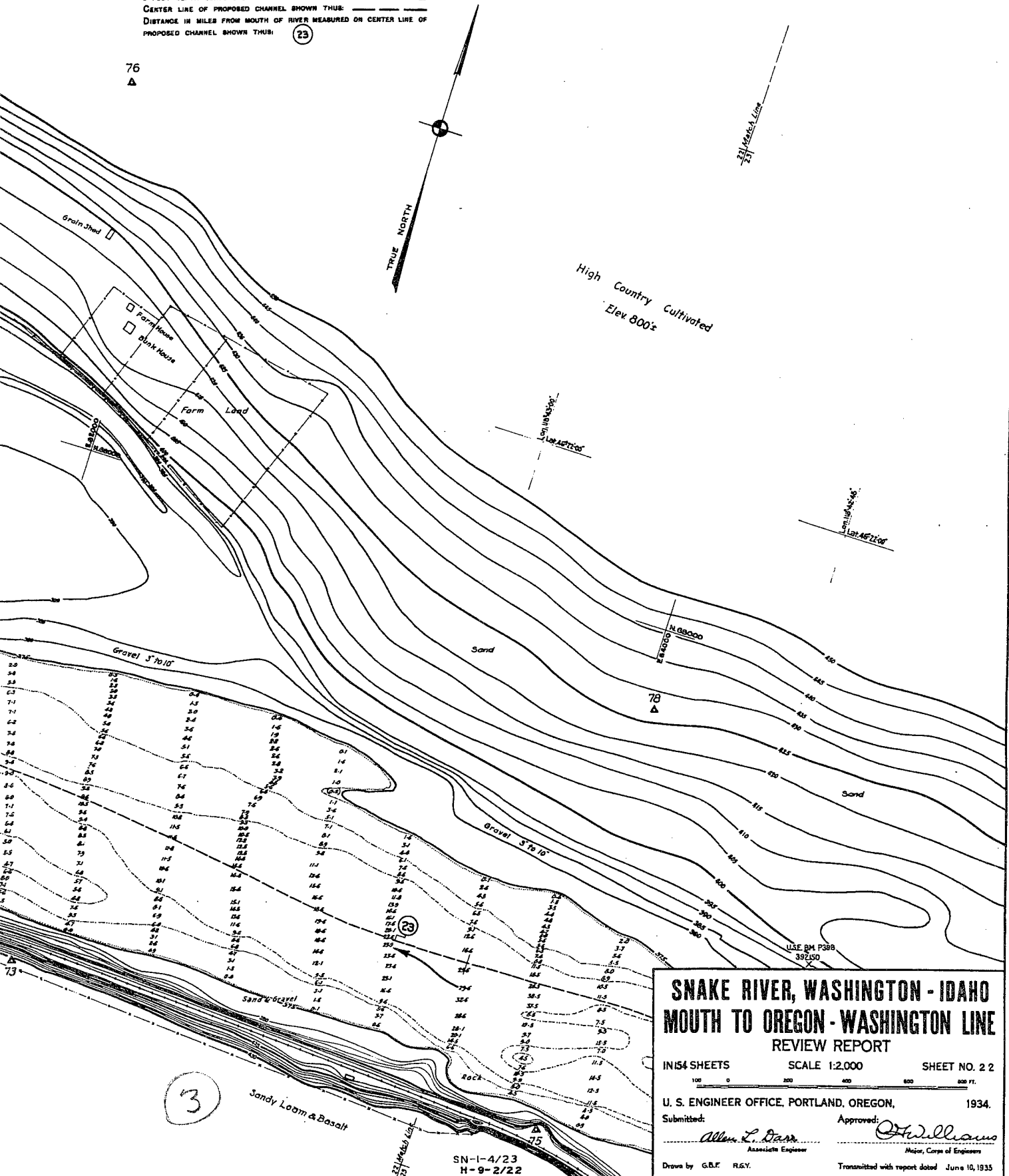
5 FOOT DEPTH CURVE SHOWN THUS: -----

9 FOOT DEPTH CURVE SHOWN THUS: -----

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: -----

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (23)

76
▲



Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 54 SHEETS

SCALE 1:2,000

SHEET NO. 22

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Starr
Associate Engineer

W. H. Williams
Major, Corps of Engineers

Drawn by G.B.F. R.S.V.

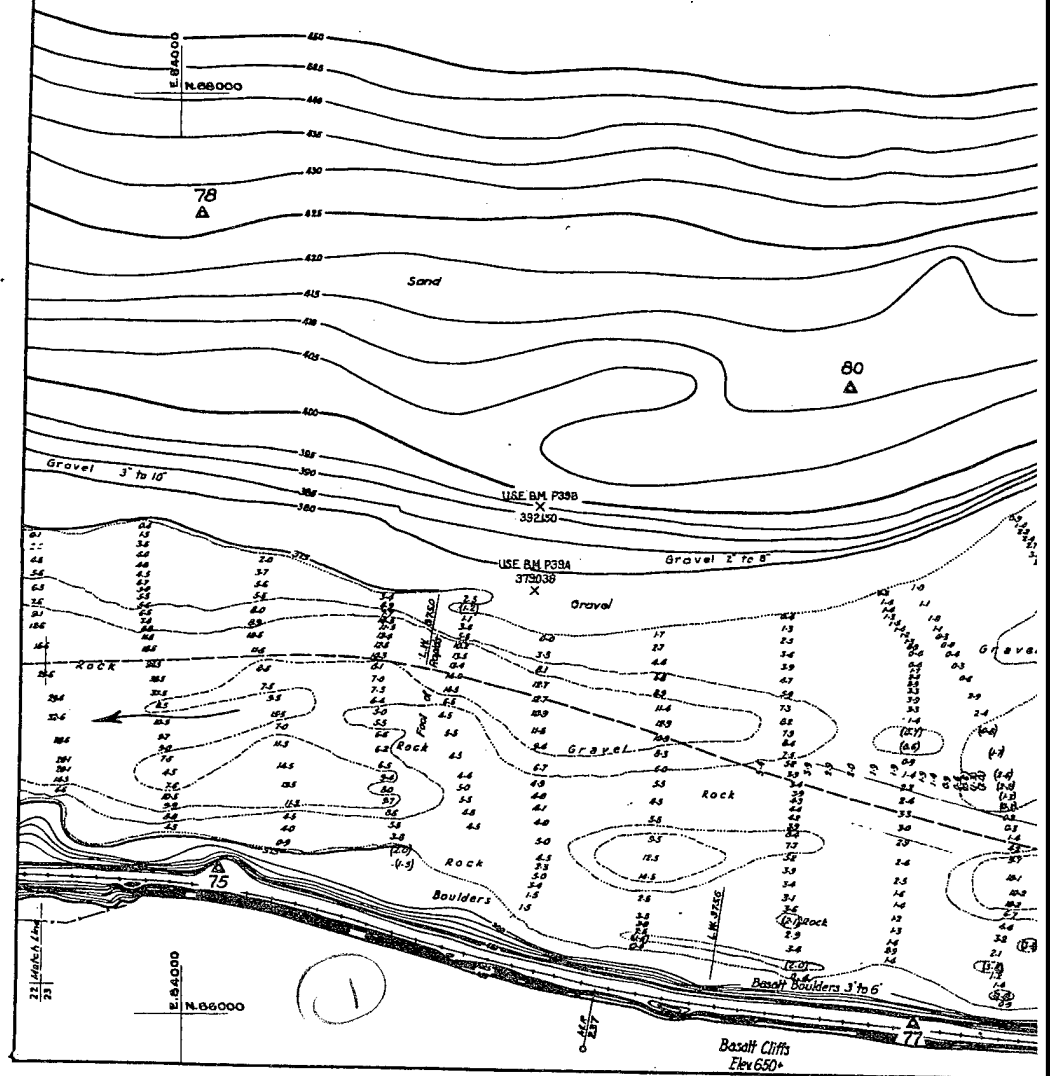
Transmitted with report dated June 10, 1935

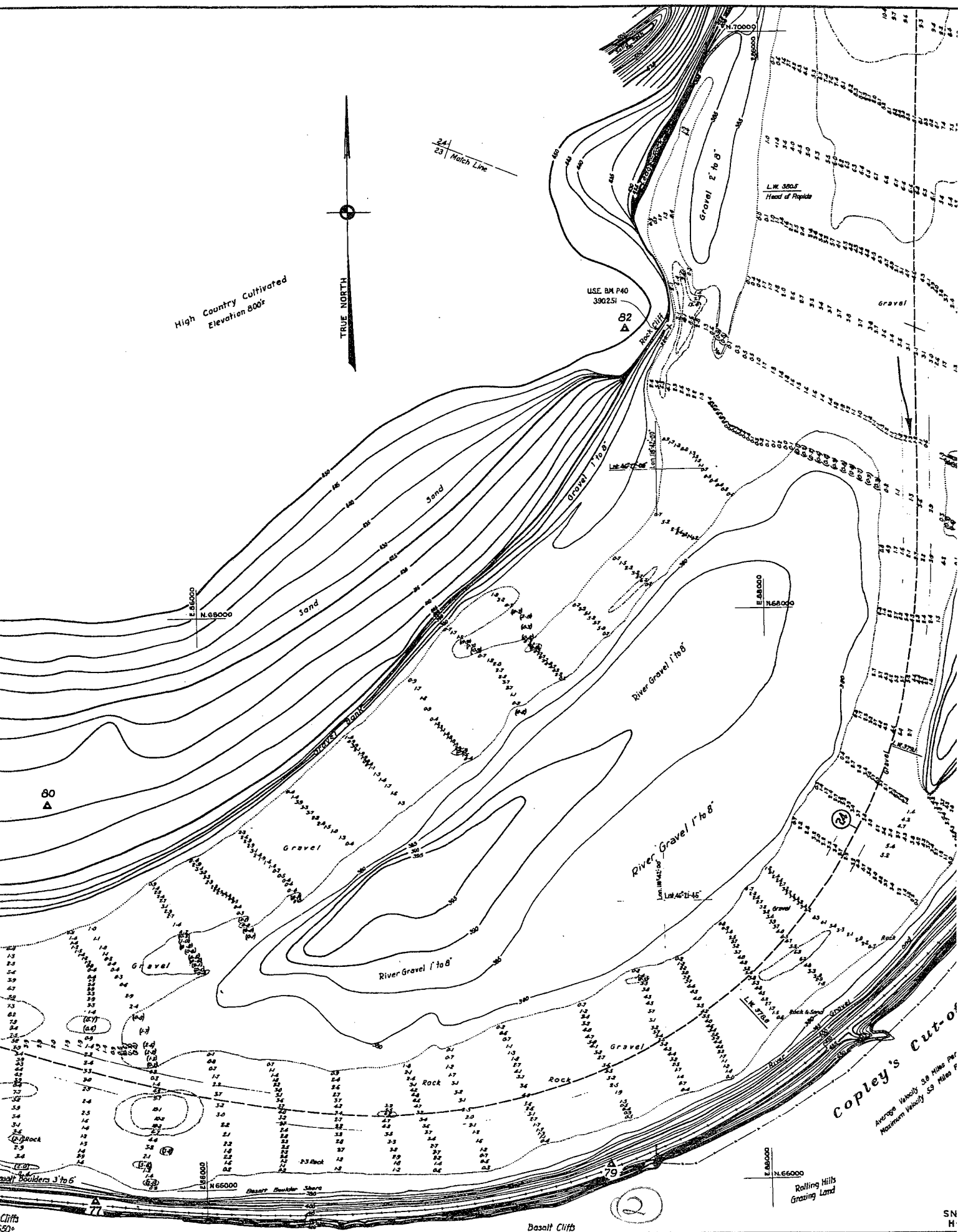
SN-I-4/23
H-9-2/22

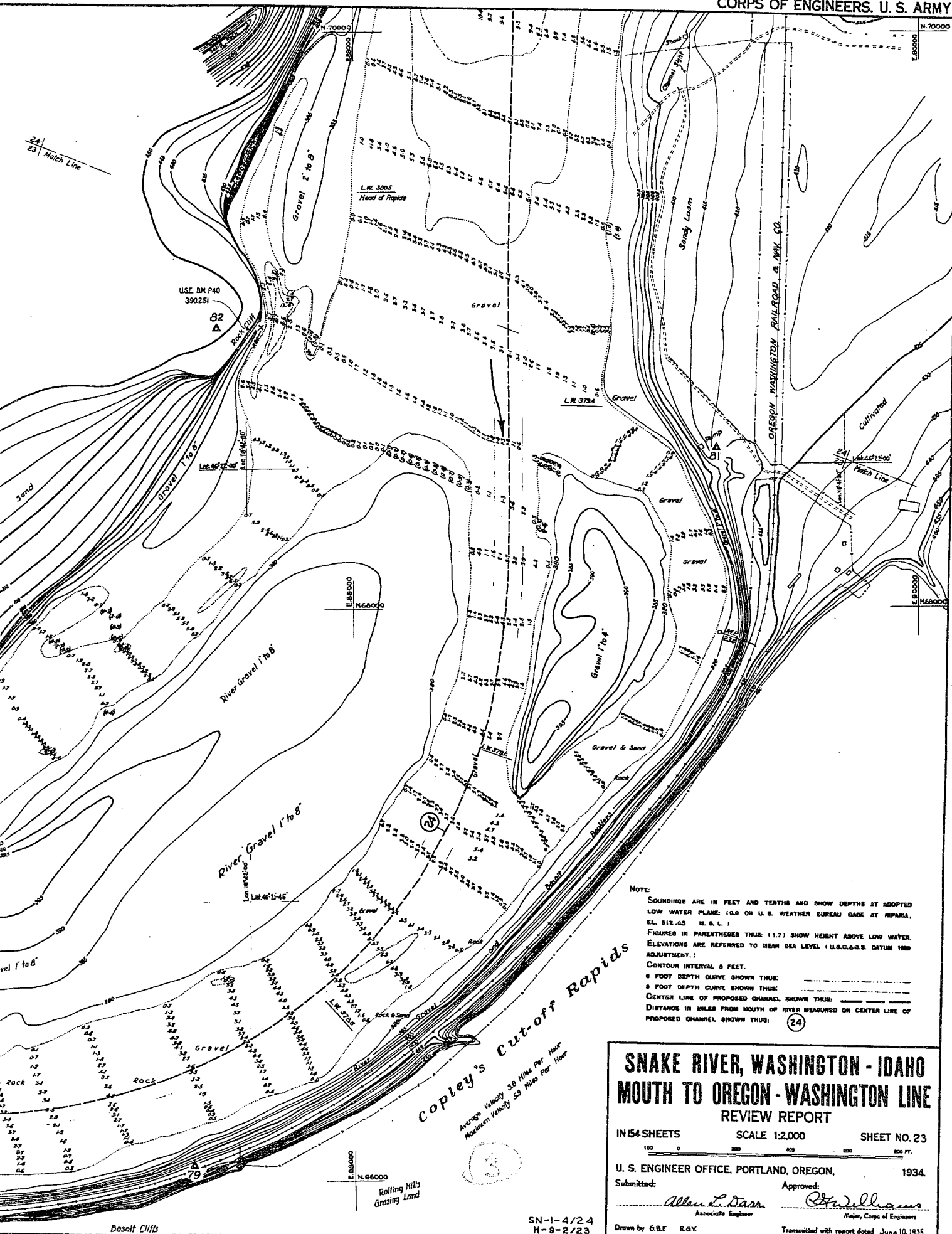
SN-I-12/22

22 Meters Line
23

1011852.46
1011852.46

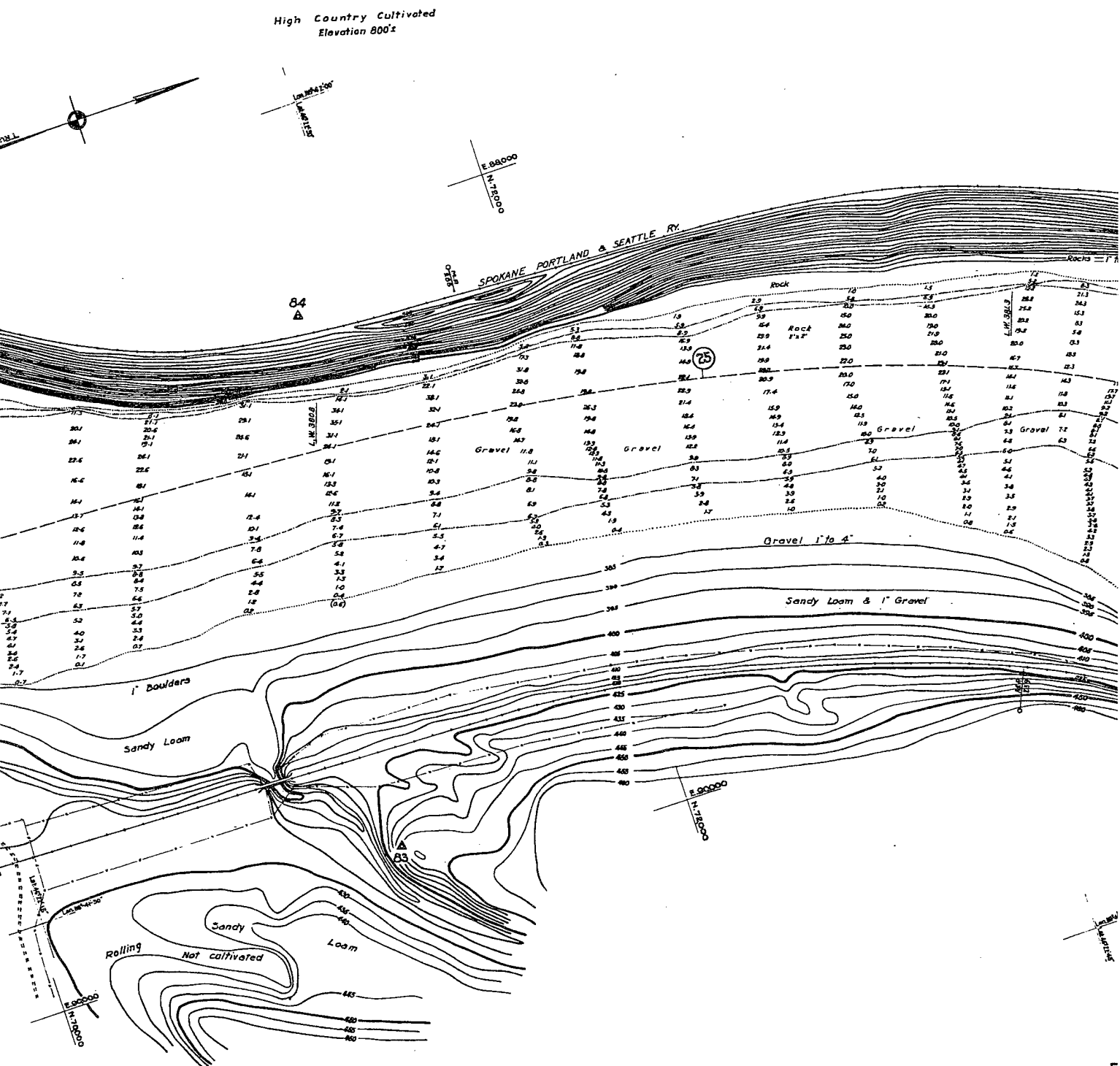






SN-I-12/23





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. & L. 1

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

8 FOOT DEPTH CURVE SHOWN THUS: -----

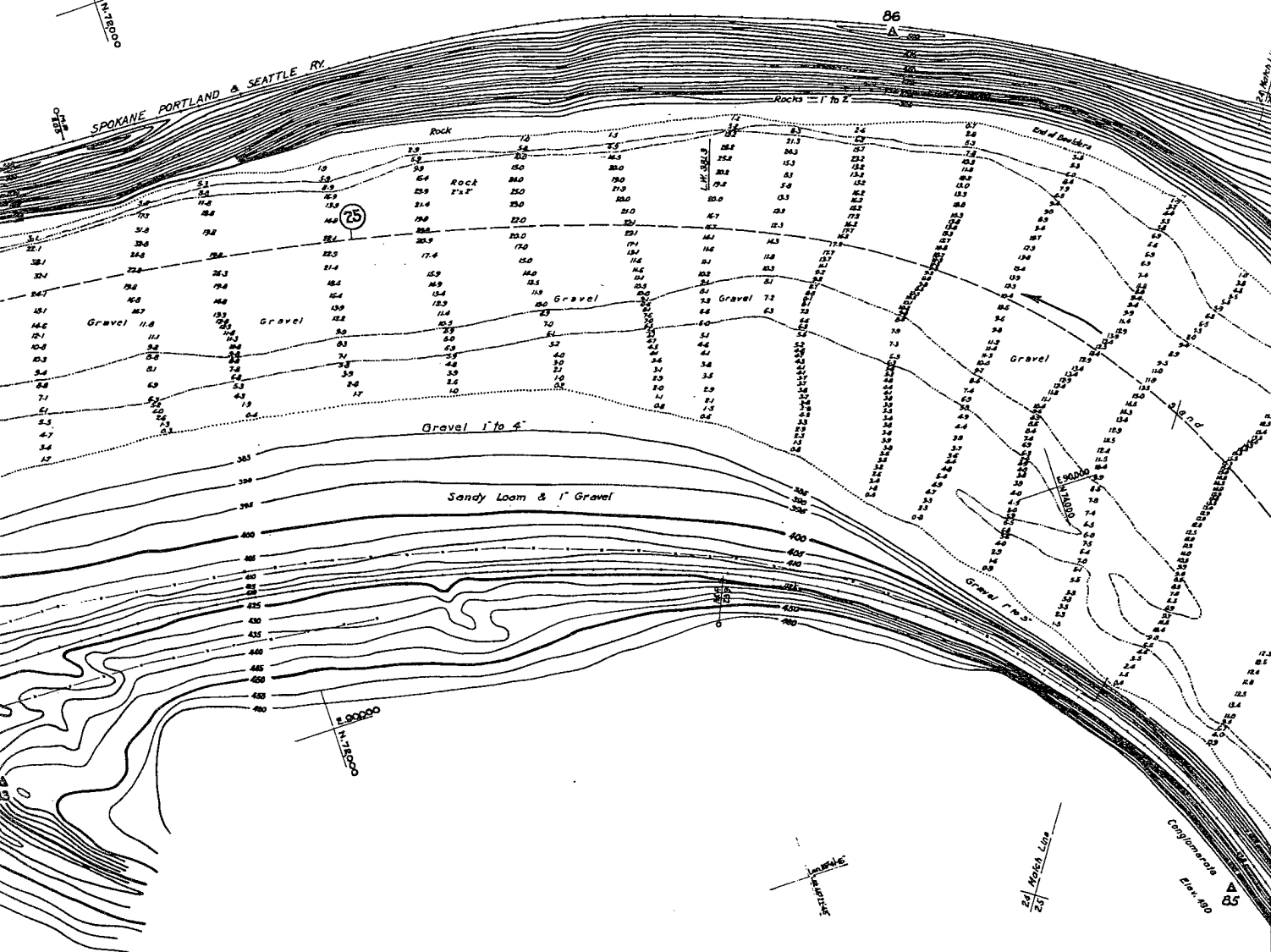
9 FOOT DEPTH CURVE SHOWN THUS: -----

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: -----

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (25)

SN-1-4/25
H-9-2/24

ivated



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M.S.L. 1

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

9 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (25)

SN-1-4/25
H-9-2/24

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 24

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Allen L. Darr
Associate Engineer

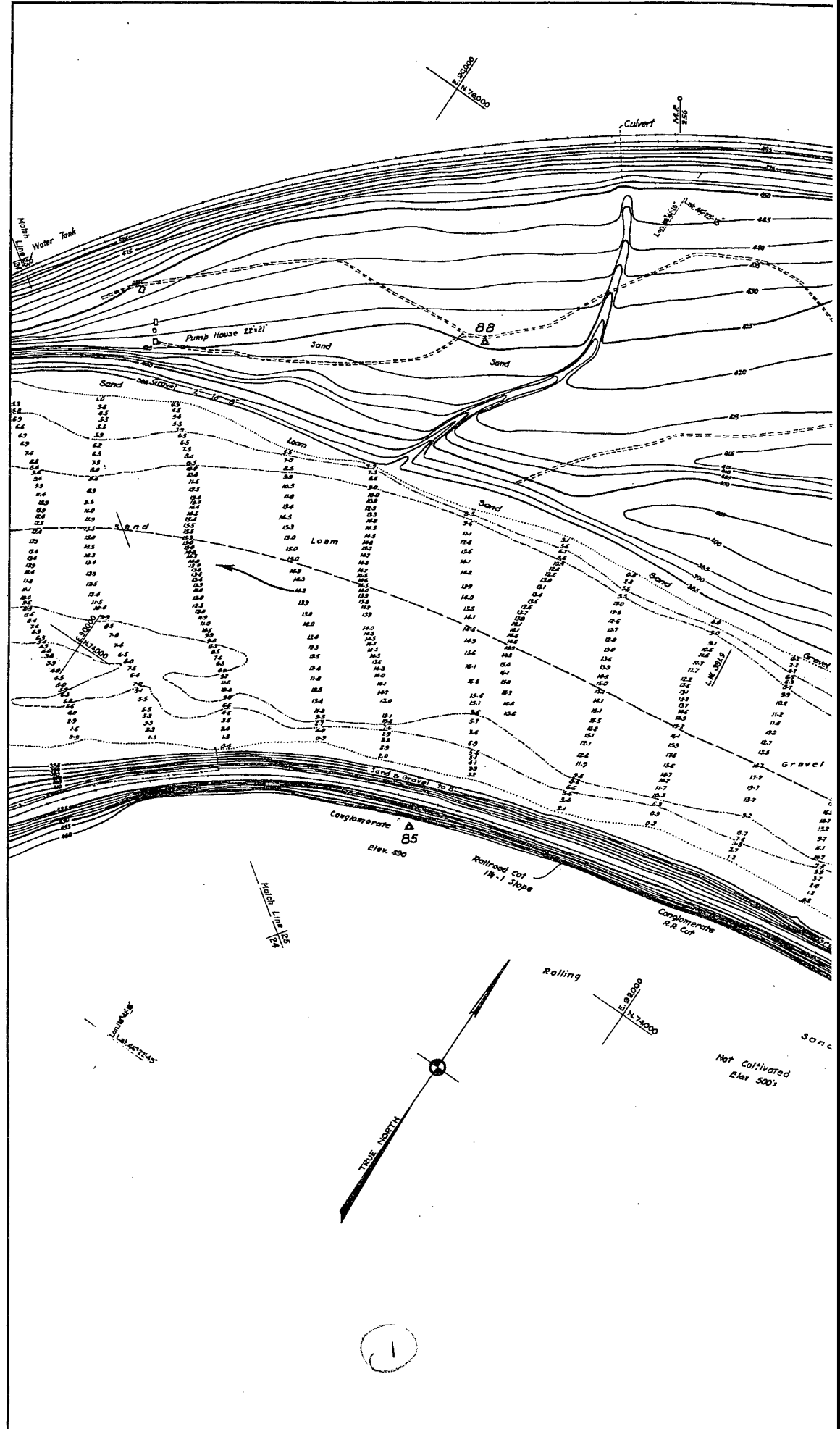
Approved:

W. H. Williams
Major, Corps of Engineers

Drawn by G.B.F. R.G.Y.

Transmitted with report dated June 10, 1935.

SN-1-12/24





SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED
 LOW WATER PLANE: (0.0) ON U.S. WEATHER BUREAU GAGE AT RIPARIA,
 EL. 512.03 (M.S.L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 8 FOOT DEPTH CURVE SHOWN THUS: _____
 9 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
 PROPOSED CHANNEL SHOWN THUS: (26)



IN 154 SHEETS SCALE 1:2,000 SHEET NO. 25

1934.

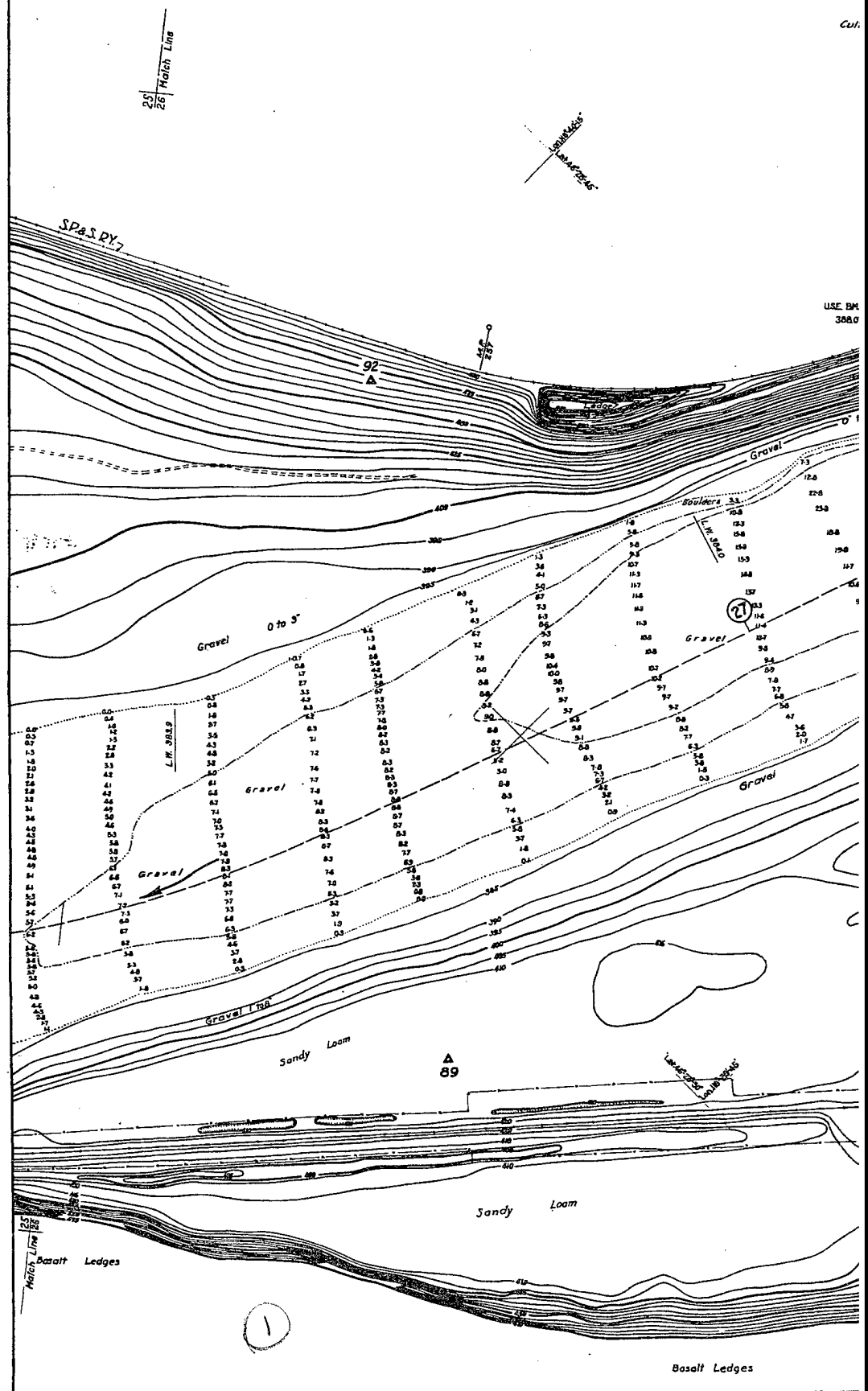
Approved:

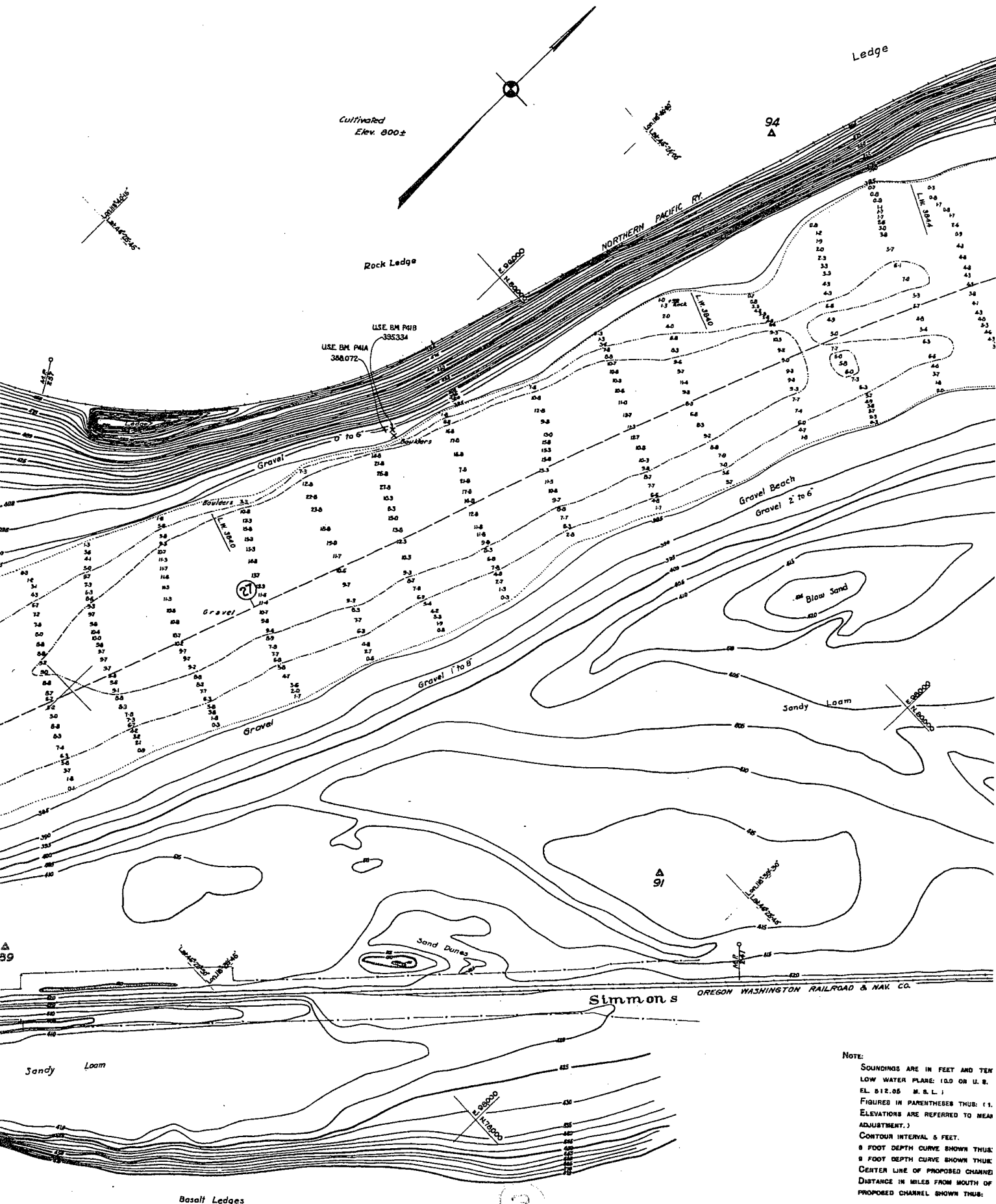
oved: W. Williams
Major, Corps of Engineers

R.G.Y.

Transmitted with report dated June 10, 1935

SN-1-12/25





NOTE:
 SOUNDINGS ARE IN FEET AND TEN
 LOW WATER PLANE: 10.0 ON U. S.
 EL. 812.05 M. S. L.
 FIGURES IN PARENTHESES THUS: (1.
 ELEVATIONS ARE REFERRED TO MEAN
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 8 FOOT DEPTH CURVE SHOWN THUS:
 8 FOOT DEPTH CURVE SHOWN THUS:
 CENTER LINE OF PROPOSED CHANNEL
 DISTANCE IN MILES FROM MOUTH OF
 PROPOSED CHANNEL SHOWN THUS:



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 OR U. S. WEATHER BUREAU GAGE AT RIPPANA, EL. 512.85 M. S. L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 8 FOOT DEPTH CURVE SHOWN THUS: ————
 9 FOOT DEPTH CURVE SHOWN THUS: - - - - -
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (27)

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 26

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Approved:

Allen L. Darr
 Associate Engineer

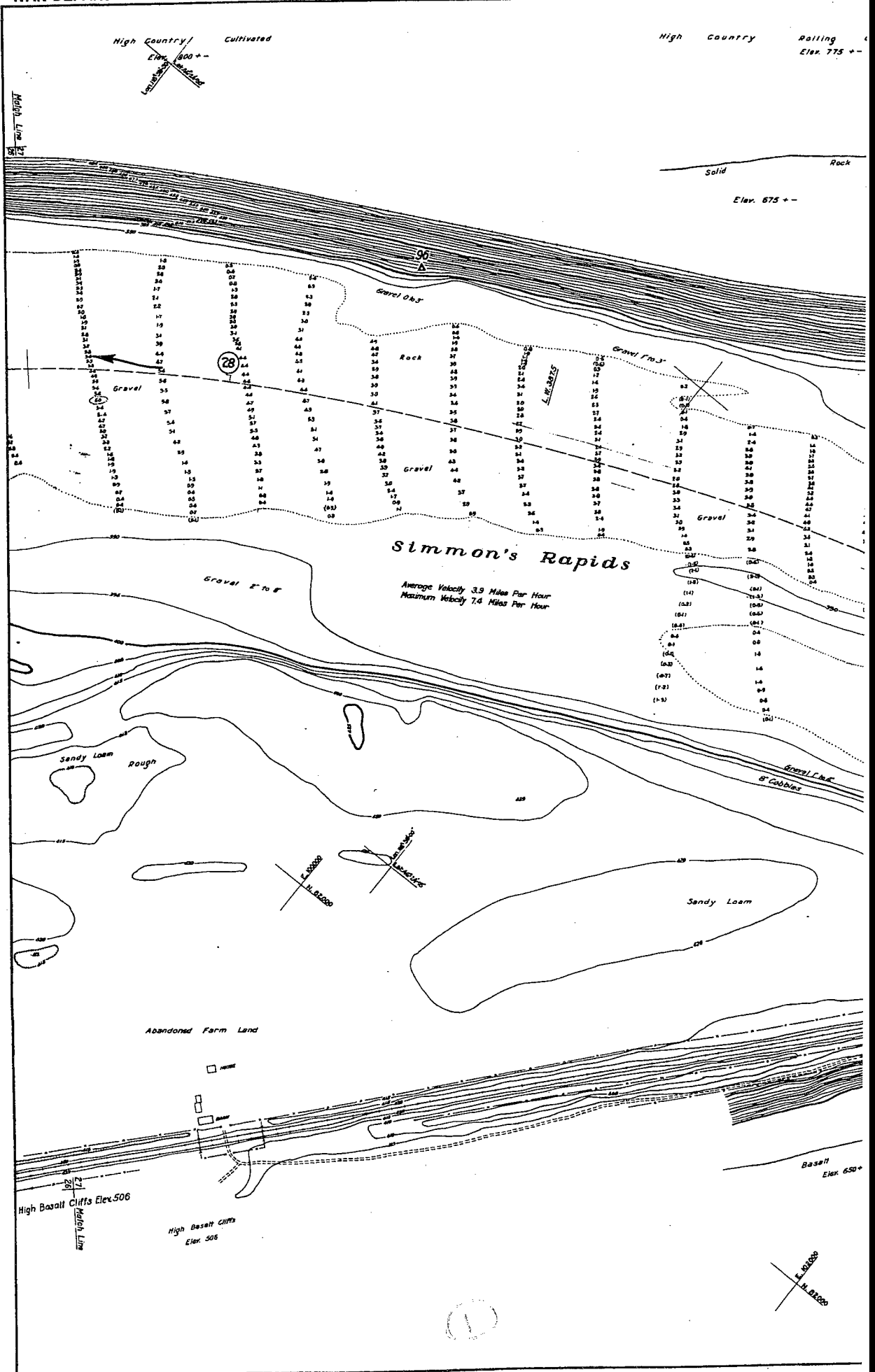
W. Williams
 Major, Corps of Engineers

Drawn by G.B.F. R.G.V.

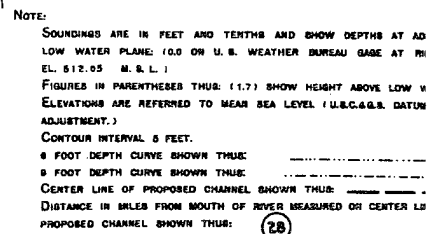
Transmitted with report dated June 12, 1935.

 SN-I-4/27
 H-9-2/26

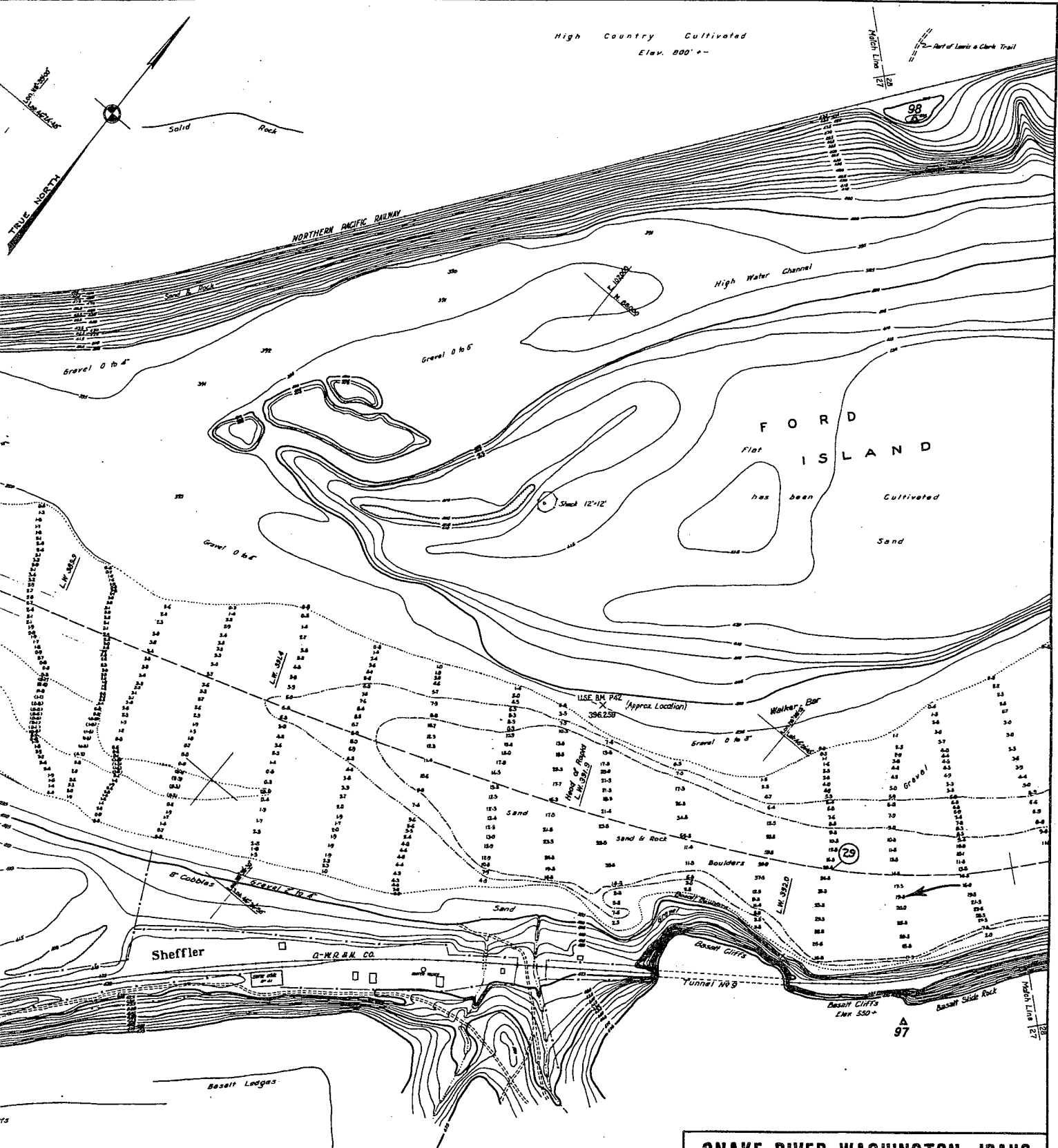
SN-I-12/26



High Coal



SN-1
H-



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M.S.L.

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (28)

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 27

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Approved:

Allen L. Darr
 Associate Engineer

W. Williams
 Major, Corps of Engineers

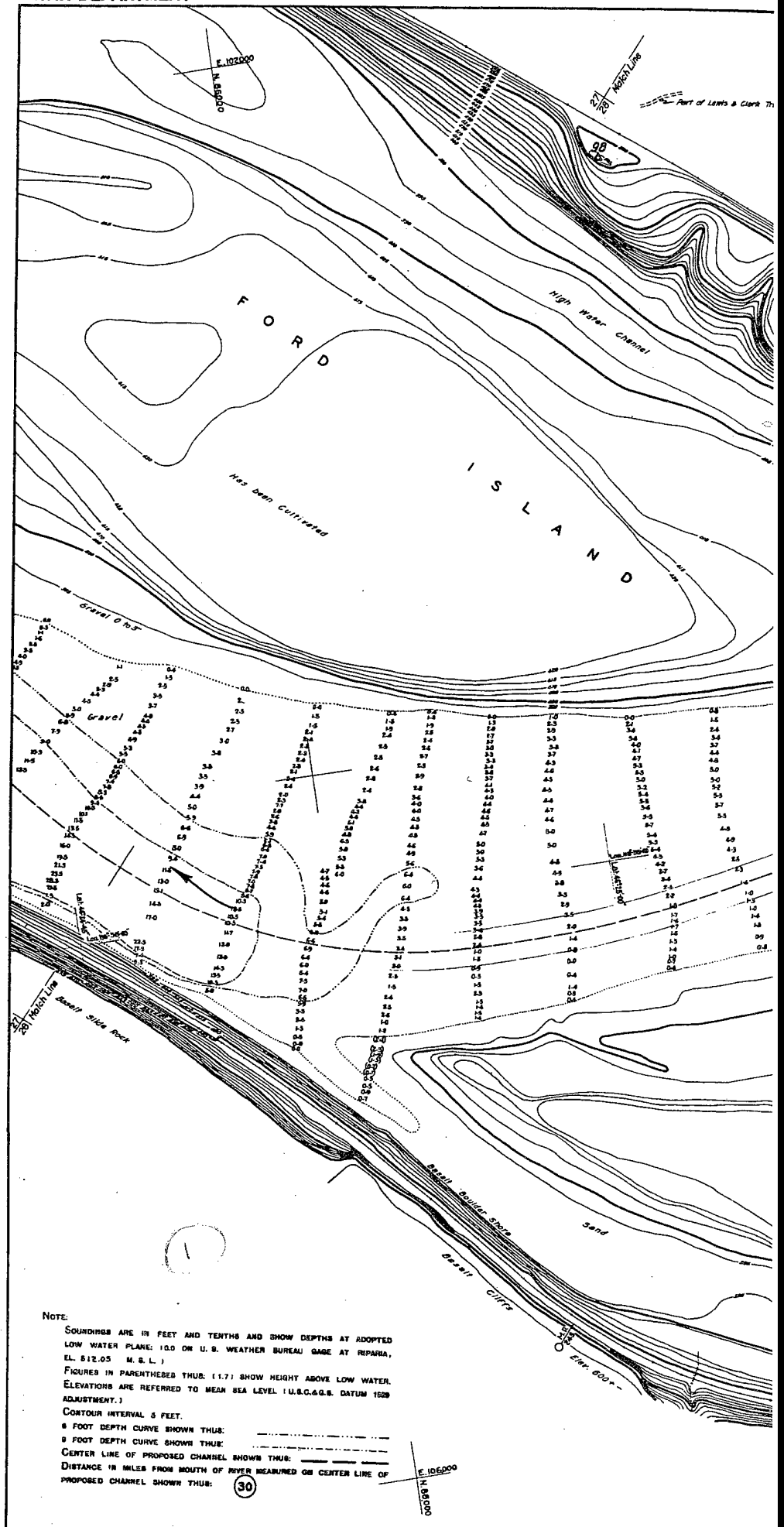
Drawn by R.C.B. R.G.Y.

Transmitted with report dated June 10, 1935.

SN-1-4/28
 H-9-2/27

SN-1-12/27

WAR DEPARTMENT



NOTE.

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPIARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

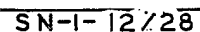
5 FOOT DEPTH CURVE SHOWN THUS: ————

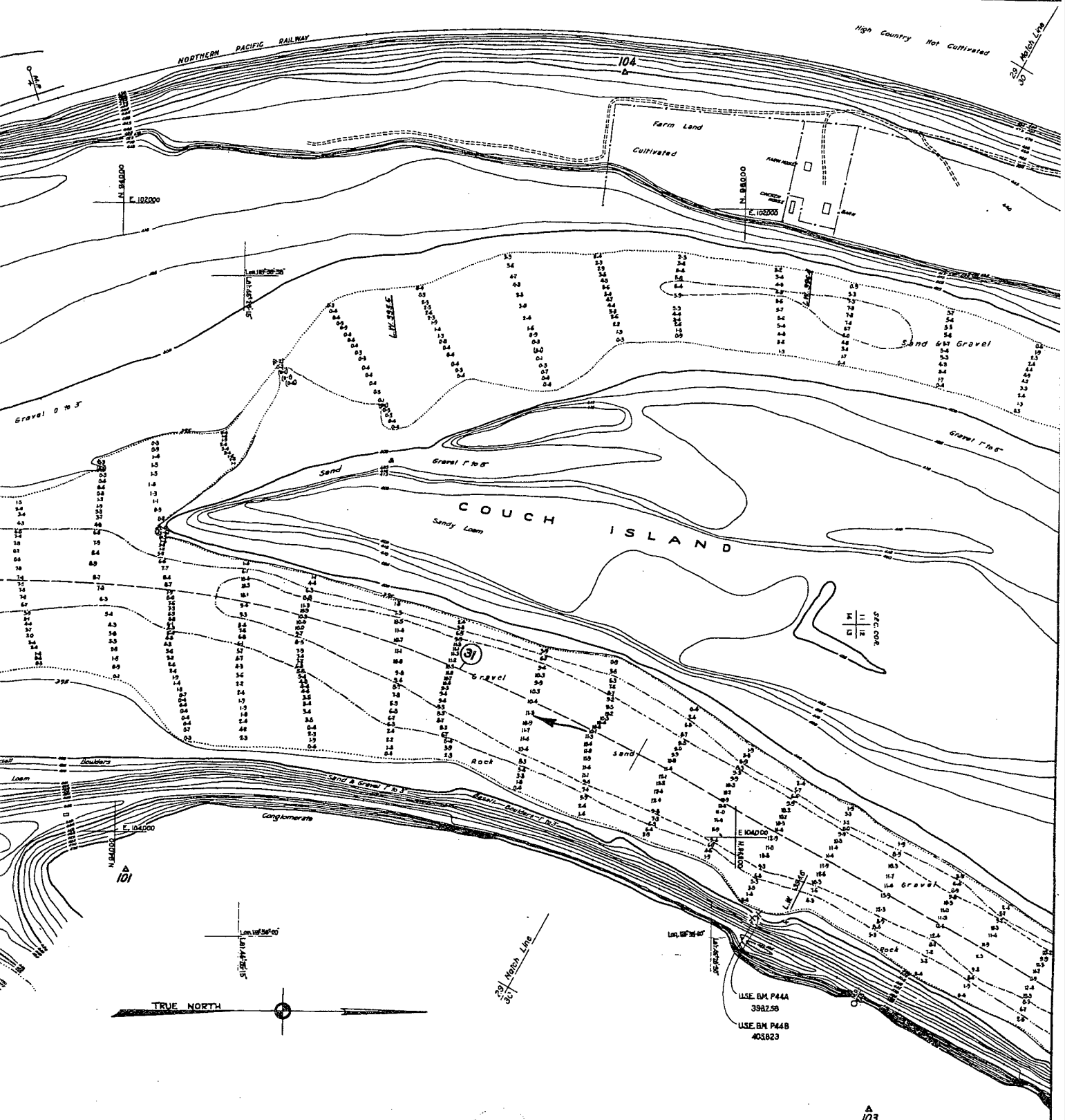
9 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————







NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED
 LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAUGE AT RUPARIA,
 EL. 812.05 M. S. L.
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1989
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 6 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
 PROPOSED CHANNEL SHOWN THUS: _____

SN-1-4/30
 H-9-2/29

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 154 SHEETS SCALE 1:2000 SHEET NO. 29

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Approved:

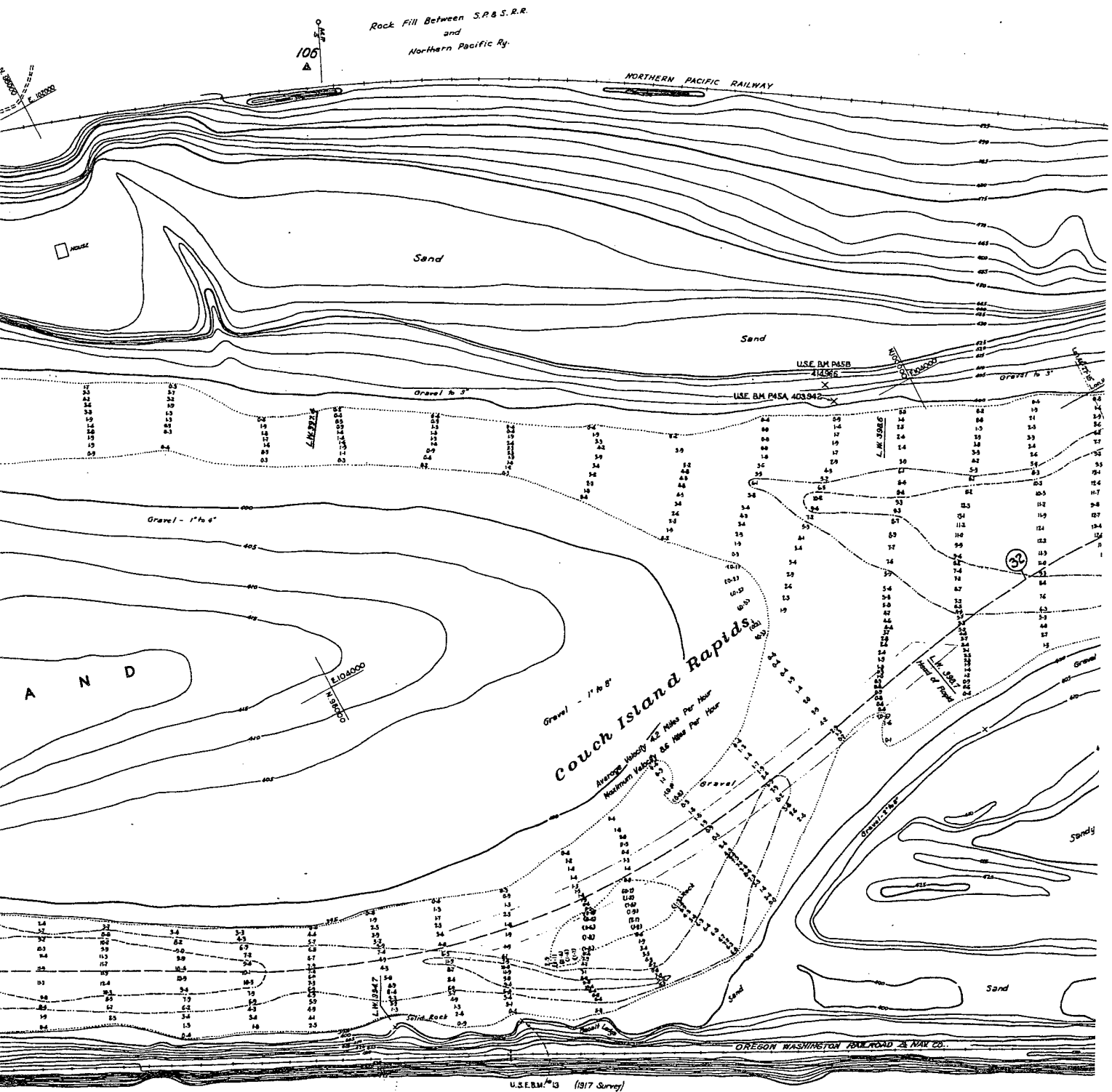
Allen L. Darr
 Associate Engineer

W. J. Williams
 Major, Corps of Engineers

Drawn by R.C.B. R.G.Y.

Transmitted with report dated June 10, 1935.

SN-1-12/29



103

Rock Cliff - Elev. 600' to 750'

TRUE NORTH

High Basalt
Elev. 650s

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU SL. 812.05 M. & L. 1

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (1.0 ADJUSTMENT.)

CONTOUR INTERVAL 8 FEET.

8 FOOT DEPTH CURVE SHOWN THUS: ---

9 FOOT DEPTH CURVE SHOWN THUS: ---

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ---

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED

PROPOSED CHANNEL SHOWN THUS: ---

32

High Country-Cultivated
Elev. 850+

S. R. R.

By:



TRUE NORTH

High Basalt
Elev. 650±

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RUPARIA, EL. 512.05 M.S.L.

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 8 FEET.

8 FOOT DEPTH CURVE SHOWN THUS: ————

9 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (32)

SN-1-4/31
H-9-2/30SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT

IN 54 SHEETS

SCALE 1:2,000

SHEET NO. 30

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Darr
Associate EngineerO. J. Williams
Major, Corps of Engineers

Drawn by J.M.B. R.G.Y.

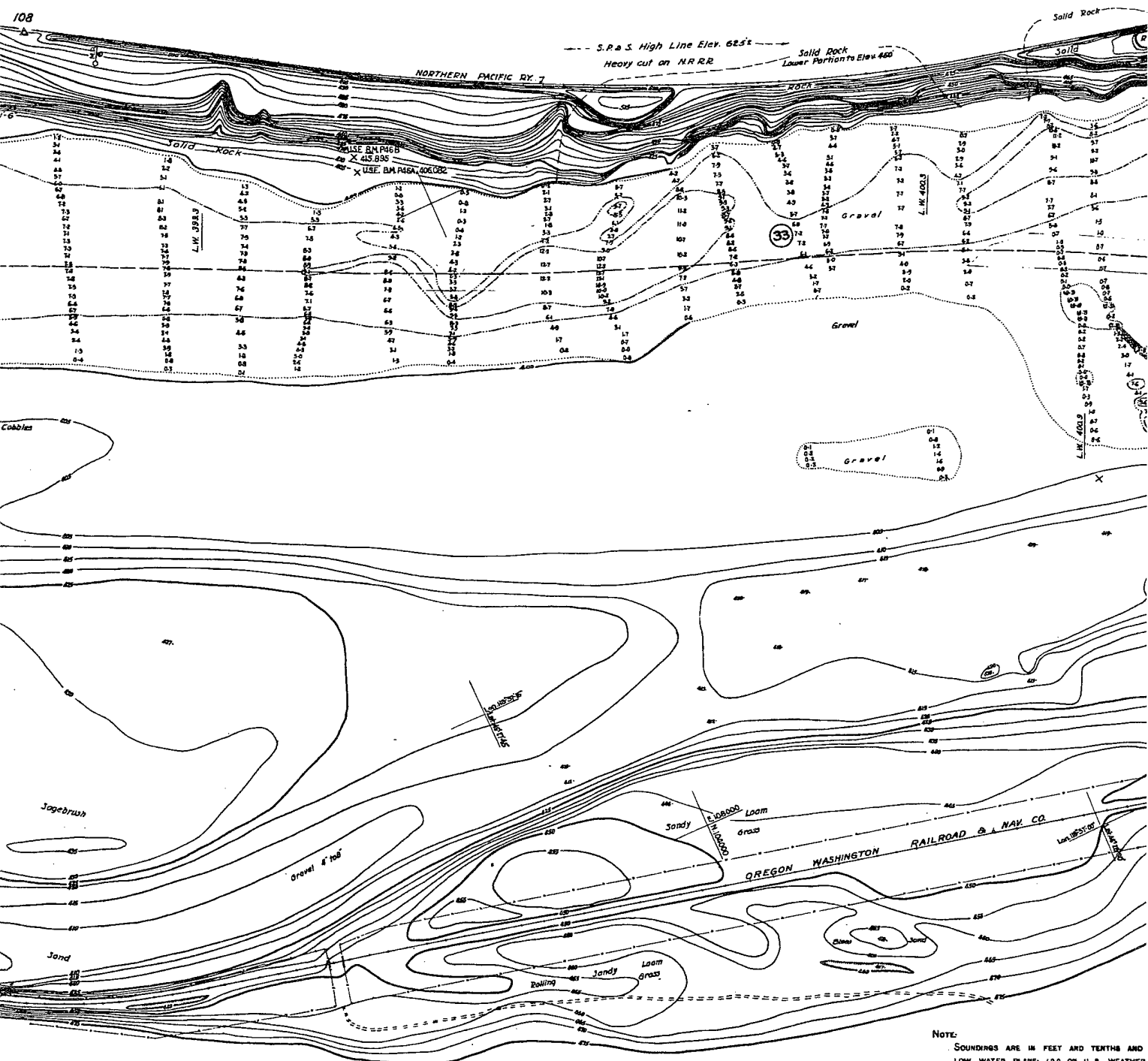
Transmitted with report dated June 10, 1935.

SN-1-12/30

WAR DEPARTMENT



E.106000
N.106000



NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND
LOW WATER PLANE: 10.0 ON U. S. WEATHER
BL. 512.05 M. S. L.;
FIGURES IN PARENTHESES THUS: (1.7) SHOW
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL
(ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
0 FOOT DEPTH CURVE SHOWN THUS: —
9 FOOT DEPTH CURVE SHOWN THUS: ...
CENTER LINE OF PROPOSED CHANNEL SHOWN
DISTANCE IN MILES FROM MOUTH OF RIVER AS
PROPOSED CHANNEL SHOWN THUS: 33



NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED
 LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA,
 EL. 512.05 M. S. L.
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 8 FOOT DEPTH CURVE SHOWN THUS: _____
 9 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
 PROPOSED CHANNEL SHOWN THUS: (33)

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 54 SHEETS

SCALE 1:2,000

SHEET NO. 31

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Approved:

Allen L. Darr

H. Williams

Associate Engineer

Major, Corps of Engineers

Drawn by G.B.E. R.E.Y.

Transmitted with report dated June 10, 1935.

SN-1-4/32
H-9-2/31

SN-1-12731

WAR DEPARTMENT

High Country Cultivated
Elevation 850's

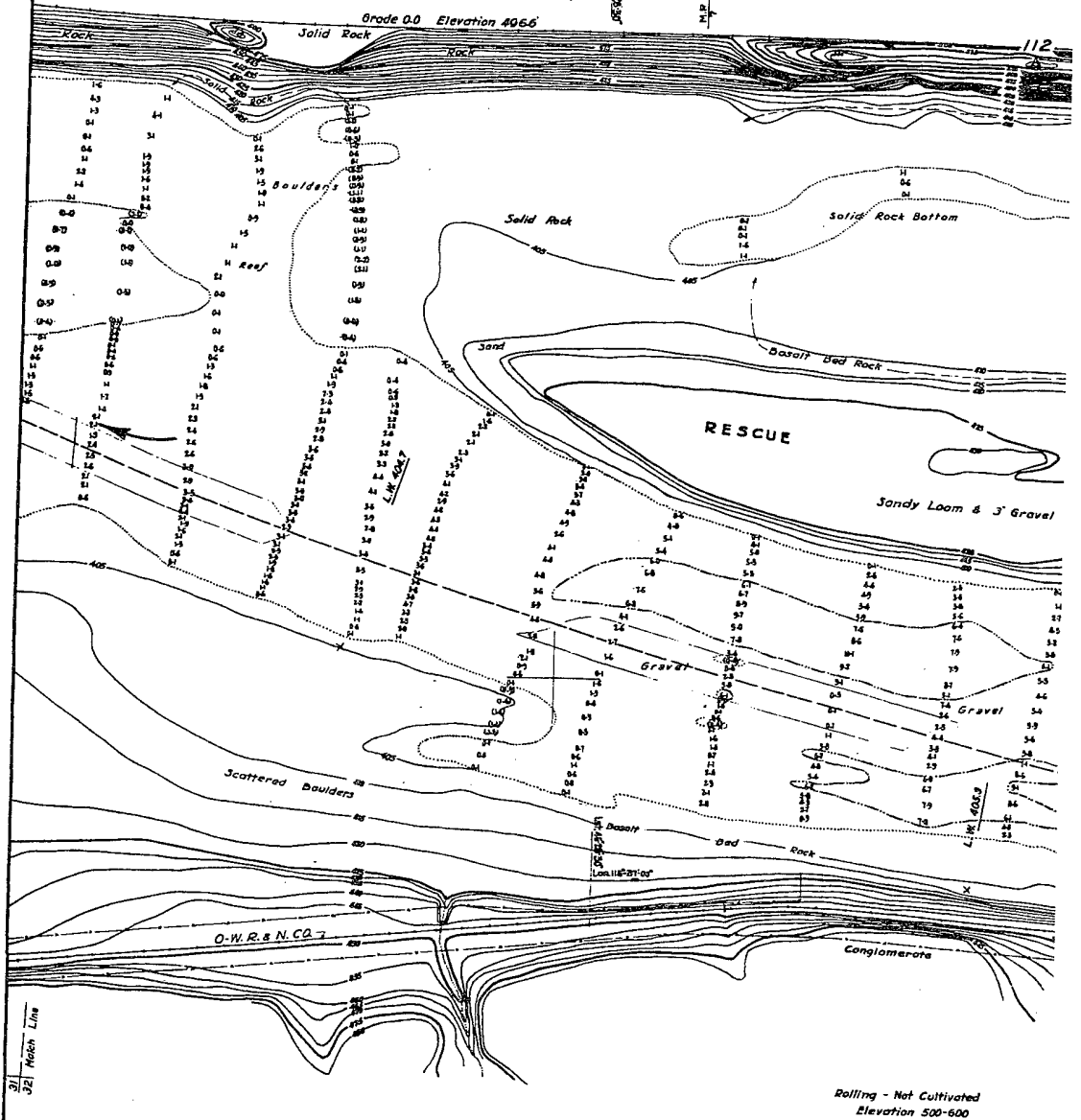
High

N. 106500
E. 106500

Rock Out Crop
Elevation 700's

31/ 32/ Match Line

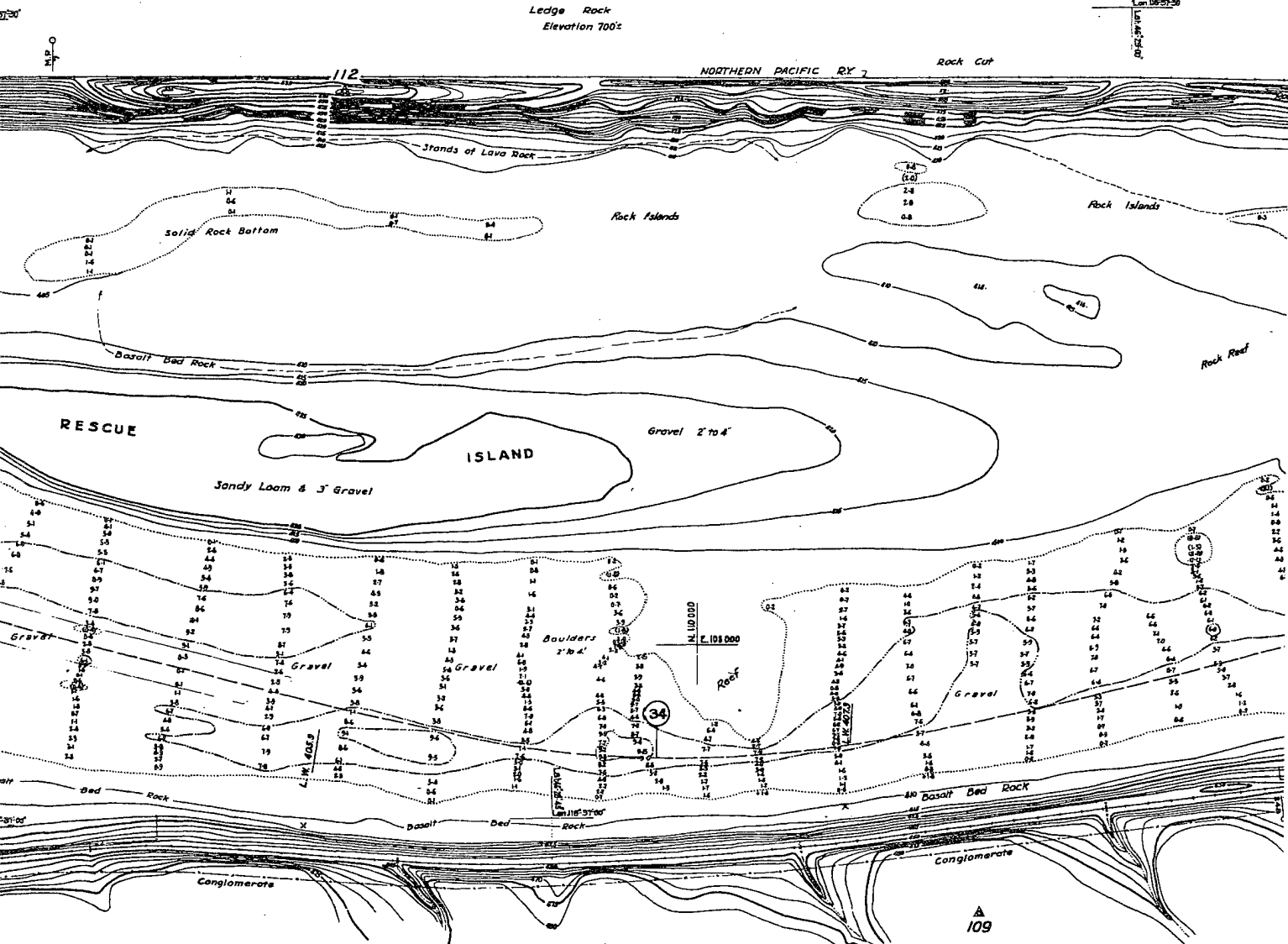
Grade 0.0 Elevation 496.6



High Country Cultivated
Elevation 850±

N 100000
E 106000

Ledge Rock
Elevation 700±



Rescue Island Rapids

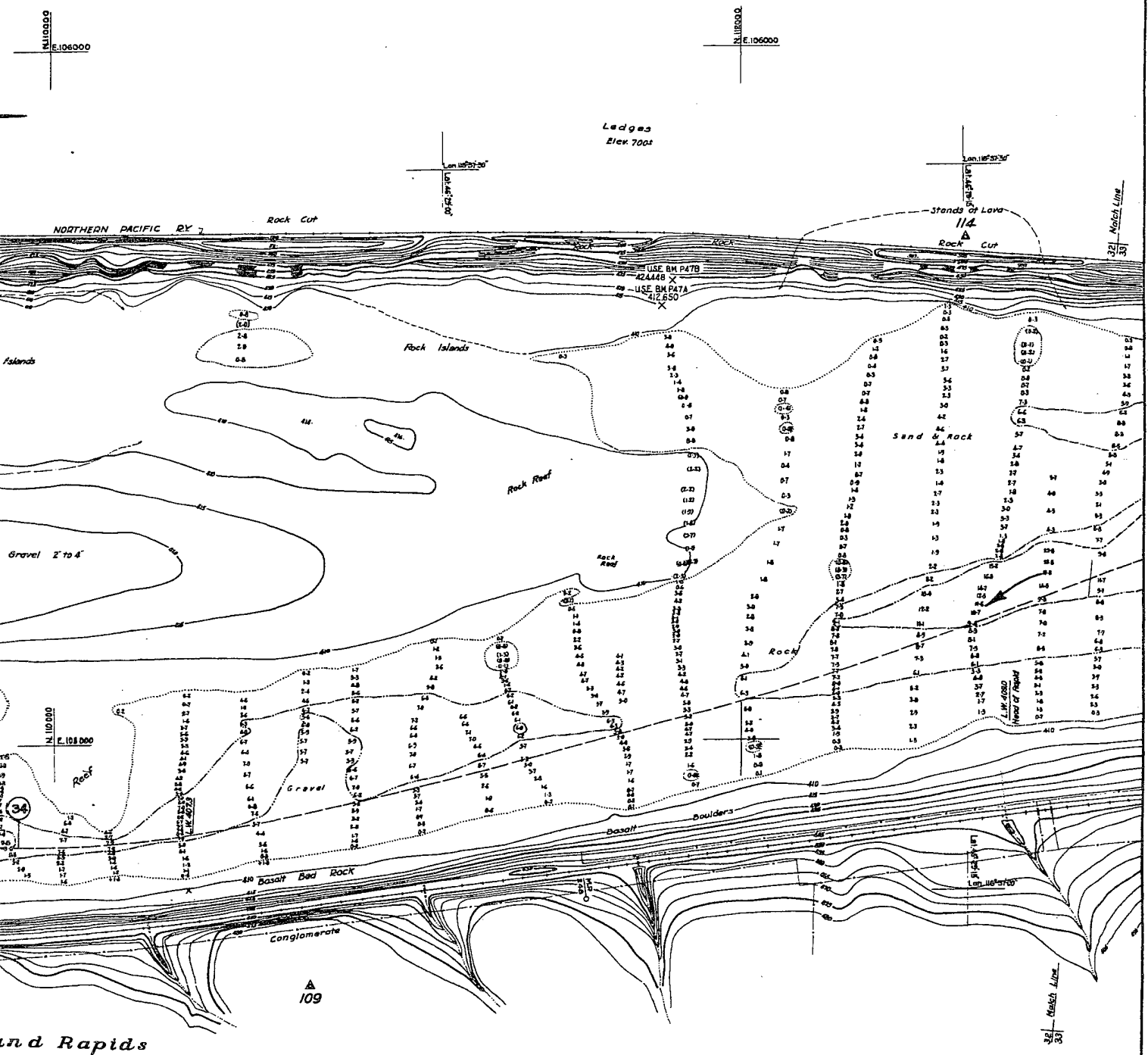
Rolling - Not Cultivated
Elevation 500-600

Average Velocity 4.4 Miles Per Hour
Maximum Velocity 5.3 Miles Per Hour

109

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS
LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU G.M.
EL. 812.05 M. S. L.)
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & A
ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
5 FOOT DEPTH CURVE SHOWN THUS: ---
10 FOOT DEPTH CURVE SHOWN THUS: ---
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ---
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON
PROPOSED CHANNEL SHOWN THUS: 34



Miles Per Hour
Miles Per Hour

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE 10.0 ON U.S. WEATHER BUREAU GAGE AT RIVARIA, EL. 812.05 M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

5 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

SN-I-4/33
H-9-2/32

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 54 SHEETS

SCALE 1:2,000

SHEET NO. 32

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Approved:

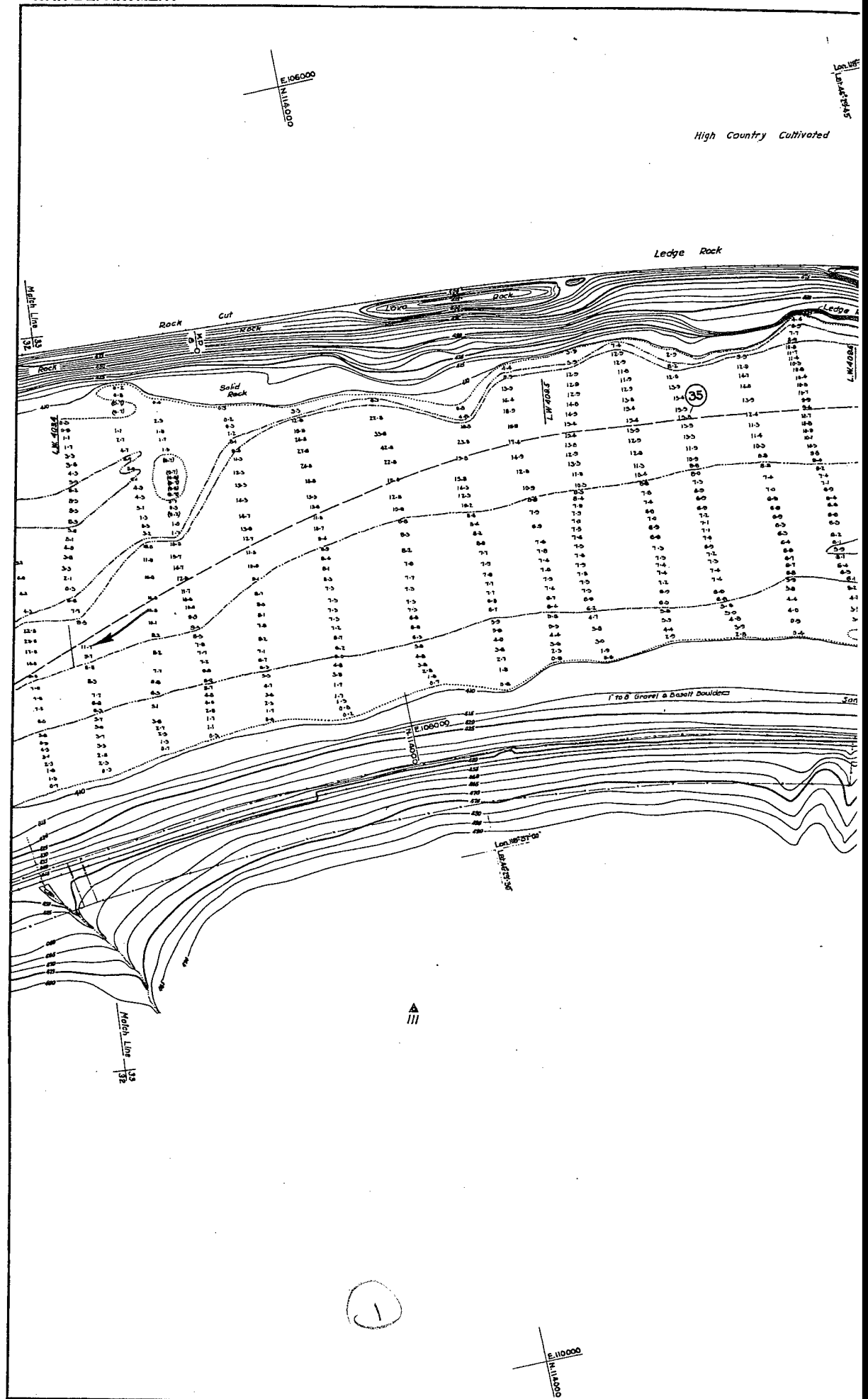
Allen L. Darr
Associate Engineer

W. Williams
Major, Corps of Engineers

Drawn by G.B.F. R.G.Y.

Transmitted with report dated June 10, 1935.

SN-I-12/32



High Country Cultivated

High Country Cultivated
Elev 800±

TRUE NORTH

116
▲

Ledge Rock

Ledge Rock

NORTHERN PACIFIC RY.

USE BM P488
420474
USE BM P48A
433961



1 to 8 Gravel & Basalt Boulders

Sand & 12" Basalt Boulders

Gravel Beach Flats

113
▲

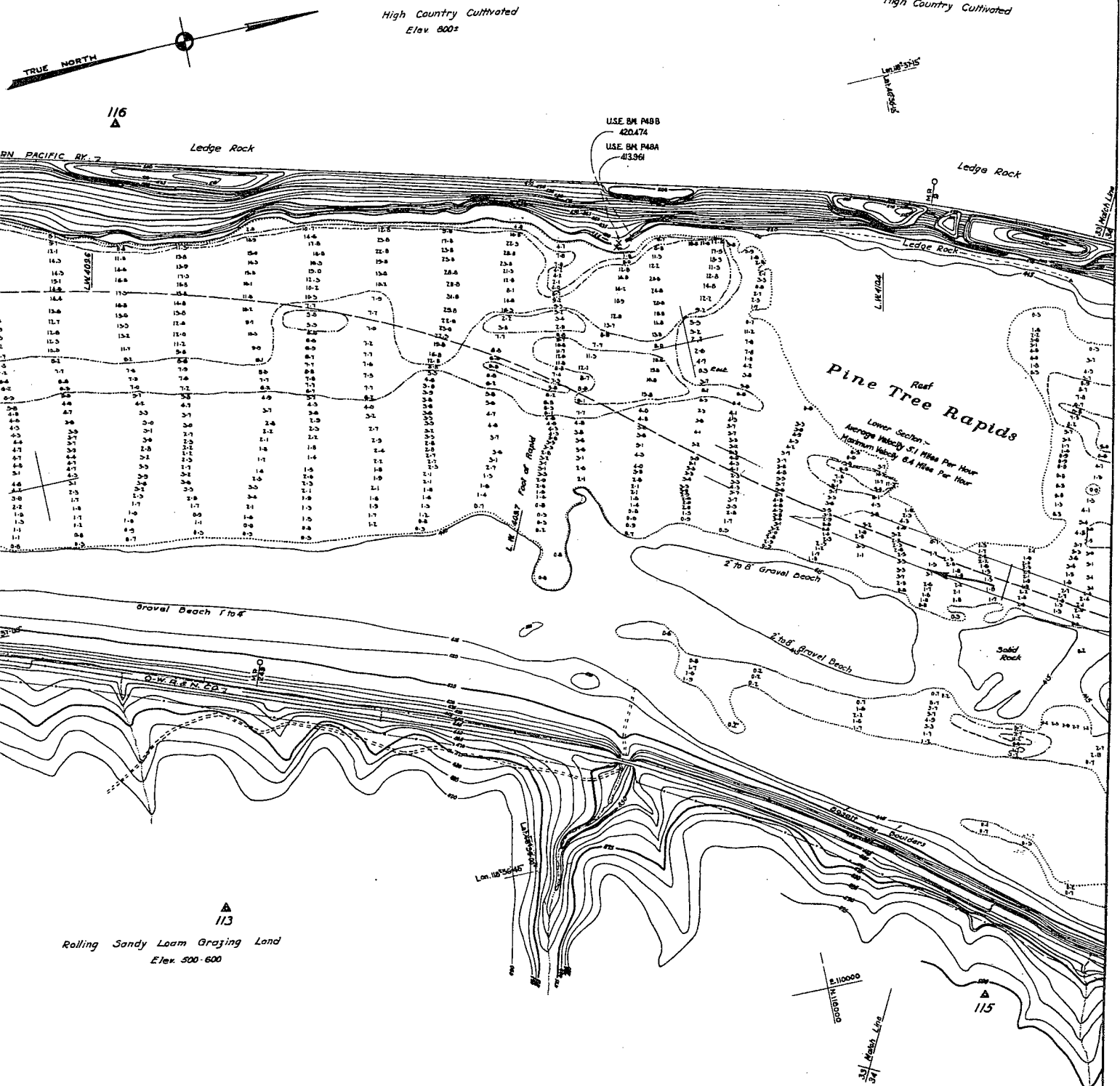
Rolling Sandy Loom Grazing Land
Elev 500-600

Loc. 865545

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1988 ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
6 FOOT DEPTH CURVE SHOWN THUS: ---
9 FOOT DEPTH CURVE SHOWN THUS: ---
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ---
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (35)

SN-1-
H-9-



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE, 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.A.G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: _____

9 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (35)

SN-1-4/34
H-9-2/33

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 33

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Allen L. Barr
Associate Engineer

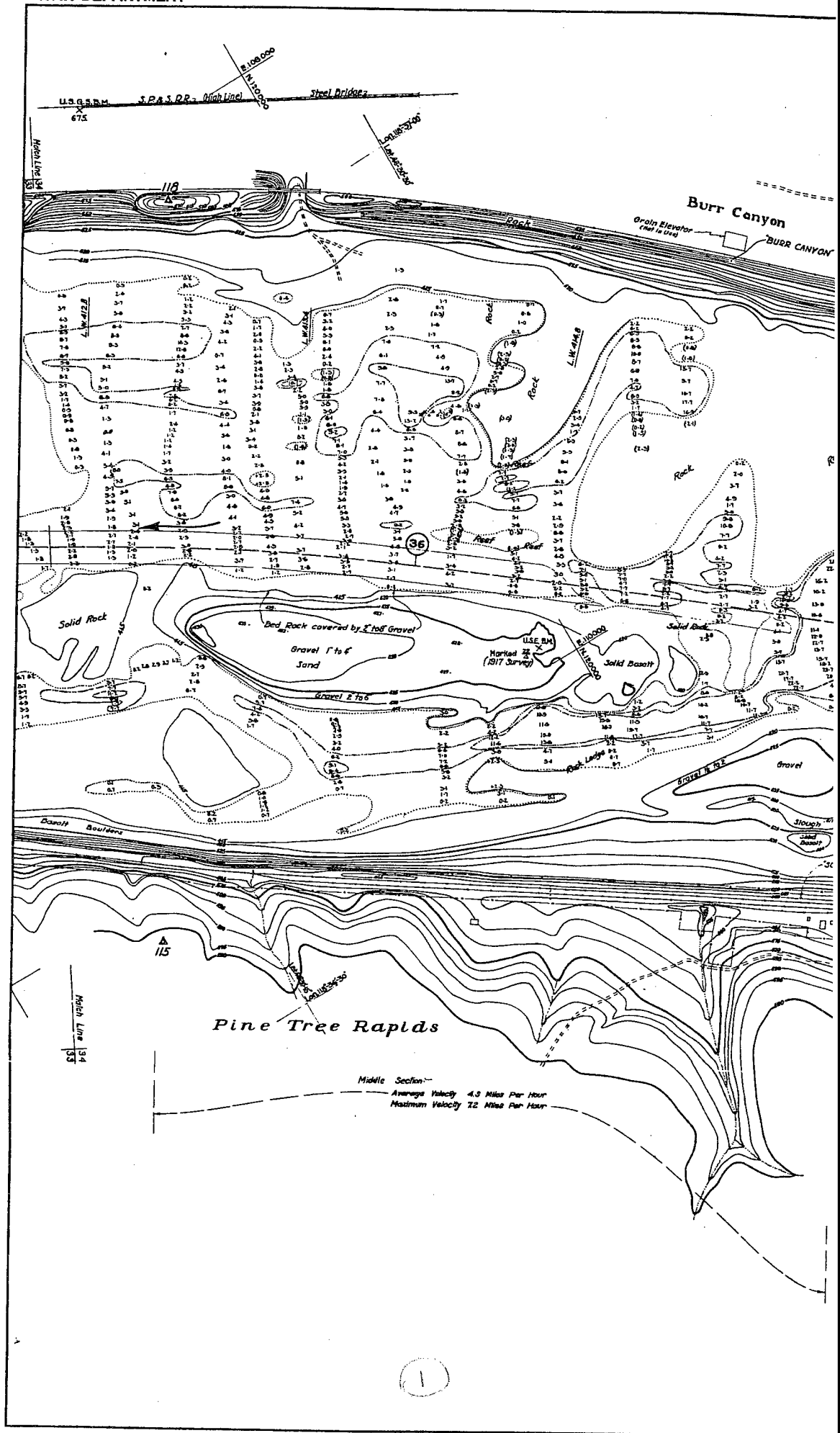
Approved:

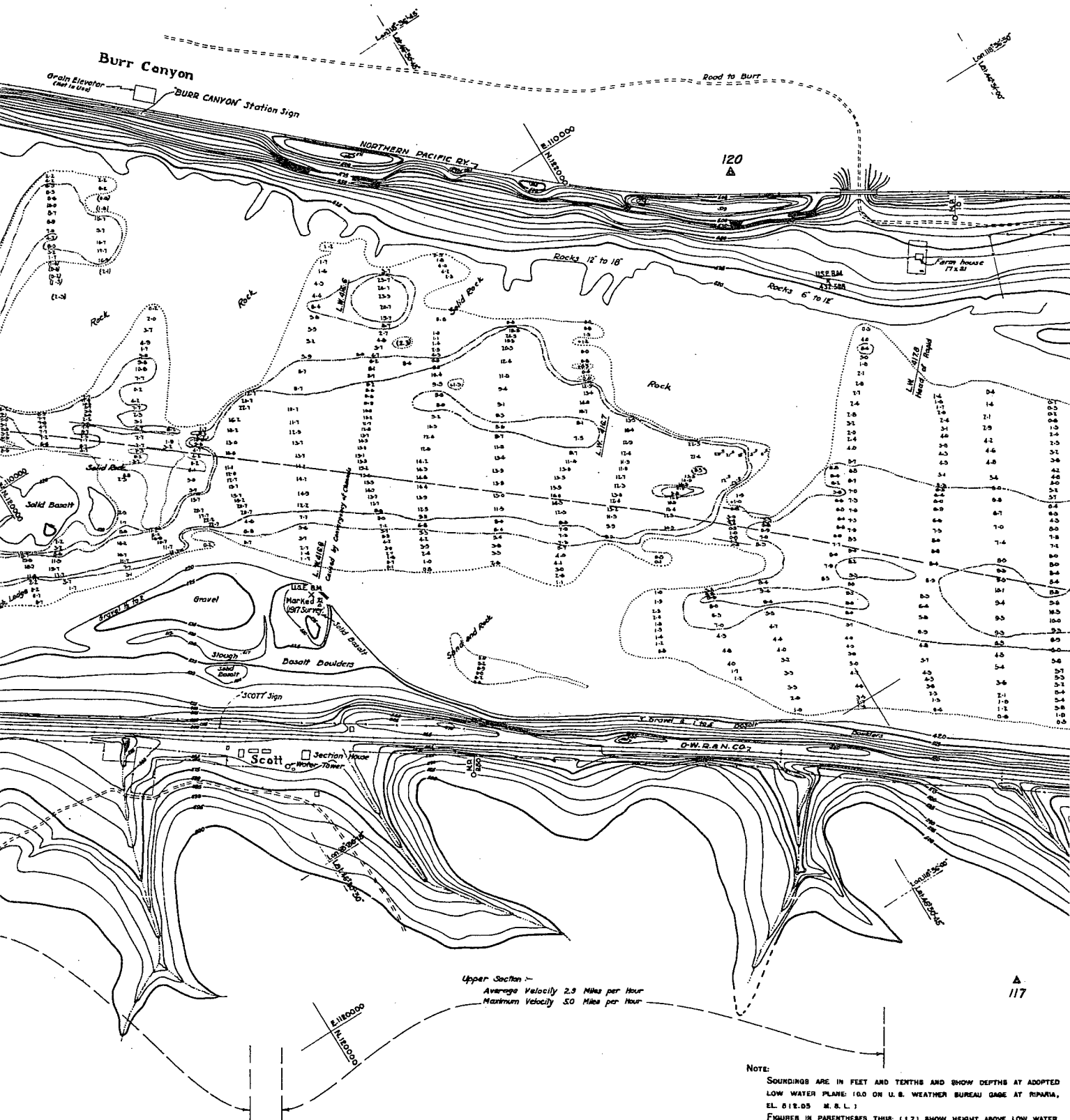
Major, Corps of Engineers

Drawn by G.B.F. N.G.E.

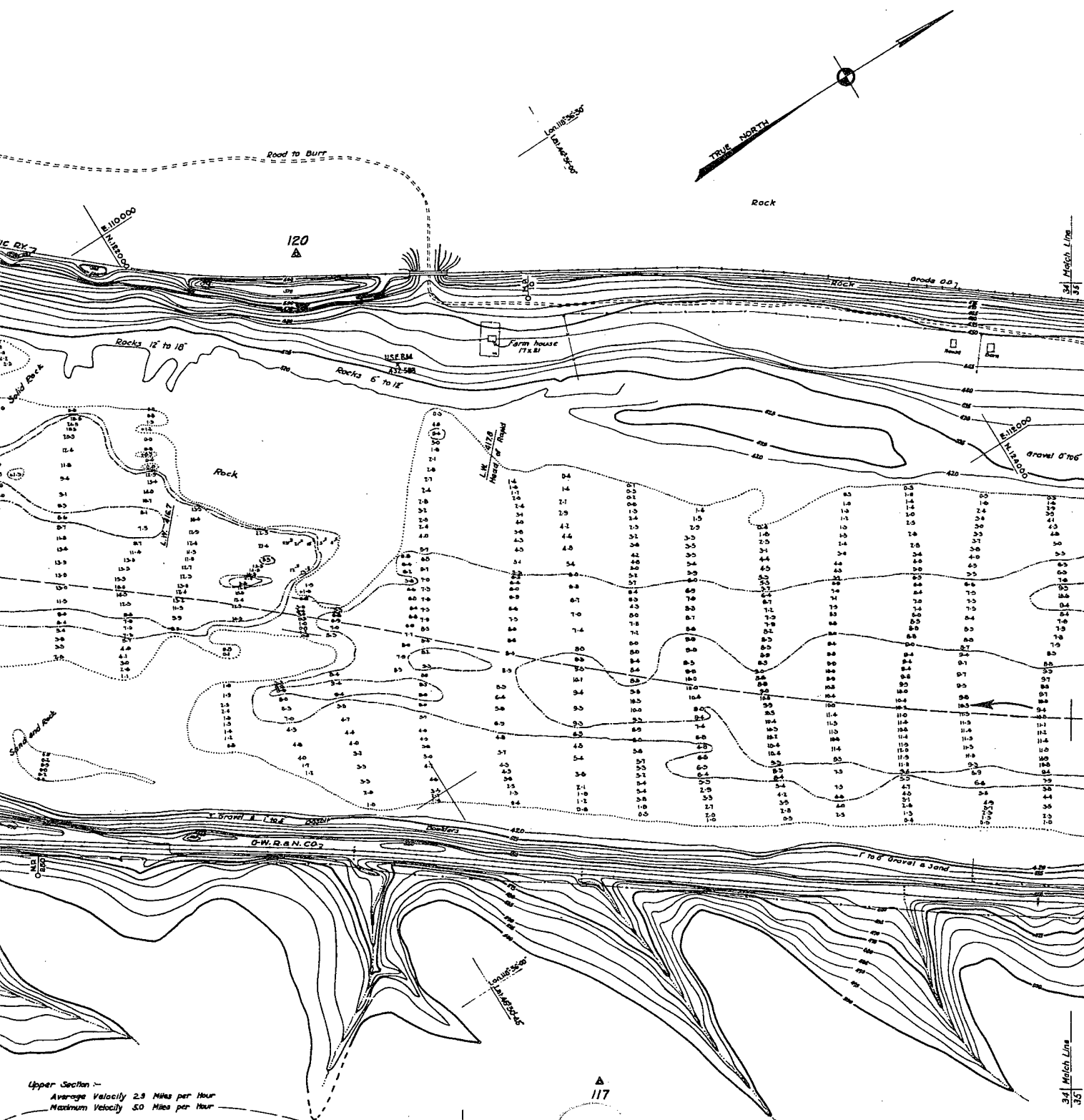
Transmitted with report dated June 10, 1935.

SN-1-12/33





NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 100 ON U.S. WEATHER BUREAU GAGE AT RIMPA, EL. 812.05 M.S.L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1989 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE, 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 818.95 M.S.L.

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

8 FOOT DEPTH CURVE SHOWN THUS: ————

9 FOOT DEPTH CURVE SHOWN THUS: - - - - -

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF

PROPOSED CHANNEL SHOWN THUS: ————

(36)

SN-I-4/35
H-9-2/34

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN154 SHEETS

SCALE 1:2,000

SHEET NO. 34

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

William L. Starr
Associate Engineer

John H. Williams
Major, Corps of Engineers

Drawn by G.B.E. M.G.F.

Transmitted with report dated June 10, 1935

SN-I-12/34

High Country Cultivated
Elevation 8502

Rolling Sandy Loam Grazing Land
Elevation 500-600

1 Mile to Station Sign

Match Line 35

Match Line 36

Rock

Gravel 0' to 6"

Sand and Rock

Gravel 6' to 12"

Gravel 12' to 18"

Gravel 18' to 24"

Gravel 24' to 30"

Gravel 30' to 36"

Gravel 36' to 42"

Gravel 42' to 48"

Gravel 48' to 54"

Gravel 54' to 60"

Gravel 60' to 66"

Gravel 66' to 72"

Gravel 72' to 78"

Gravel 78' to 84"

Gravel 84' to 90"

Gravel 90' to 96"

Gravel 96' to 102"

Gravel 102' to 108"

Gravel 108' to 114"

Gravel 114' to 120"

Gravel 120' to 126"

Gravel 126' to 132"

Gravel 132' to 138"

Gravel 138' to 144"

Gravel 144' to 150"

Gravel 150' to 156"

Gravel 156' to 162"

Gravel 162' to 168"

Gravel 168' to 174"

Gravel 174' to 180"

Gravel 180' to 186"

Gravel 186' to 192"

Gravel 192' to 198"

Gravel 198' to 204"

Gravel 204' to 210"

Gravel 210' to 216"

Gravel 216' to 222"

Gravel 222' to 228"

Gravel 228' to 234"

Gravel 234' to 240"

Gravel 240' to 246"

Gravel 246' to 252"

Gravel 252' to 258"

Gravel 258' to 264"

Gravel 264' to 270"

Gravel 270' to 276"

Gravel 276' to 282"

Gravel 282' to 288"

Gravel 288' to 294"

Gravel 294' to 300"

Gravel 300' to 306"

Gravel 306' to 312"

Gravel 312' to 318"

Gravel 318' to 324"

Gravel 324' to 330"

Gravel 330' to 336"

Gravel 336' to 342"

Gravel 342' to 348"

Gravel 348' to 354"

Gravel 354' to 360"

Gravel 360' to 366"

Gravel 366' to 372"

Gravel 372' to 378"

Gravel 378' to 384"

Gravel 384' to 390"

Gravel 390' to 396"

Gravel 396' to 402"

Gravel 402' to 408"

Gravel 408' to 414"

Gravel 414' to 420"

Gravel 420' to 426"

Gravel 426' to 432"

Gravel 432' to 438"

Gravel 438' to 444"

Gravel 444' to 450"

Gravel 450' to 456"

Gravel 456' to 462"

Gravel 462' to 468"

Gravel 468' to 474"

Gravel 474' to 480"

Gravel 480' to 486"

Gravel 486' to 492"

Gravel 492' to 498"

Gravel 498' to 504"

Gravel 504' to 510"

Gravel 510' to 516"

Gravel 516' to 522"

Gravel 522' to 528"

Gravel 528' to 534"

Gravel 534' to 540"

Gravel 540' to 546"

Gravel 546' to 552"

Gravel 552' to 558"

Gravel 558' to 564"

Gravel 564' to 570"

Gravel 570' to 576"

Gravel 576' to 582"

Gravel 582' to 588"

Gravel 588' to 594"

Gravel 594' to 600"

Gravel 600' to 606"

Gravel 606' to 612"

Gravel 612' to 618"

Gravel 618' to 624"

Gravel 624' to 630"

Gravel 630' to 636"

Gravel 636' to 642"

Gravel 642' to 648"

Gravel 648' to 654"

Gravel 654' to 660"

Gravel 660' to 666"

Gravel 666' to 672"

Gravel 672' to 678"

Gravel 678' to 684"

Gravel 684' to 690"

Gravel 690' to 696"

Gravel 696' to 702"

Gravel 702' to 708"

Gravel 708' to 714"

Gravel 714' to 720"

Gravel 720' to 726"

Gravel 726' to 732"

Gravel 732' to 738"

Gravel 738' to 744"

Gravel 744' to 750"

Gravel 750' to 756"

Gravel 756' to 762"

Gravel 762' to 768"

Gravel 768' to 774"

Gravel 774' to 780"

Gravel 780' to 786"

Gravel 786' to 792"

Gravel 792' to 798"

Gravel 798' to 804"

Gravel 804' to 810"

Gravel 810' to 816"

Gravel 816' to 822"

Gravel 822' to 828"

Gravel 828' to 834"

Gravel 834' to 840"

Gravel 840' to 846"

Gravel 846' to 852"

Gravel 852' to 858"

Gravel 858' to 864"

Gravel 864' to 870"

Gravel 870' to 876"

Gravel 876' to 882"

Gravel 882' to 888"

Gravel 888' to 894"

Gravel 894' to 900"

Gravel 900' to 906"

Gravel 906' to 912"

Gravel 912' to 918"

Gravel 918' to 924"

Gravel 924' to 930"

Gravel 930' to 936"

Gravel 936' to 942"

Gravel 942' to 948"

Gravel 948' to 954"

Gravel 954' to 960"

Gravel 960' to 966"

Gravel 966' to 972"

Gravel 972' to 978"

Gravel 978' to 984"

Gravel 984' to 990"

Gravel 990' to 996"

Gravel 996' to 1002"

Gravel 1002' to 1008"

Gravel 1008' to 1014"

Gravel 1014' to 1020"

Gravel 1020' to 1026"

Gravel 1026' to 1032"

Gravel 1032' to 1038"

Gravel 1038' to 1044"

Gravel 1044' to 1050"

Gravel 1050' to 1056"

Gravel 1056' to 1062"

Gravel 1062' to 1068"

Gravel 1068' to 1074"

Gravel 1074' to 1080"

Gravel 1080' to 1086"

Gravel 1086' to 1092"

Gravel 1092' to 1098"

Gravel 1098' to 1104"

Gravel 1104' to 1110"

Gravel 1110' to 1116"

Gravel 1116' to 1122"

Gravel 1122' to 1128"

Gravel 1128' to 1134"

Gravel 1134' to 1140"

Gravel 1140' to 1146"

Gravel 1146' to 1152"

Gravel 1152' to 1158"

Gravel 1158' to 1164"

Gravel 1164' to 1170"

Gravel 1170' to 1176"

Gravel 1176' to 1182"

Gravel 1182' to 1188"

Gravel 1188' to 1194"

Gravel 1194' to 1200"

Gravel 1200' to 1206"

Gravel 1206' to 1212"

Gravel 1212' to 1218"

Gravel 1218' to 1224"

Gravel 1224' to 1230"

Gravel 1230' to 1236"

Gravel 1236' to 1242"

Gravel 1242' to 1248"

Gravel 1248' to 1254"

Gravel 1254' to 1260"

Gravel 1260' to 1266"

Gravel 1266' to 1272"

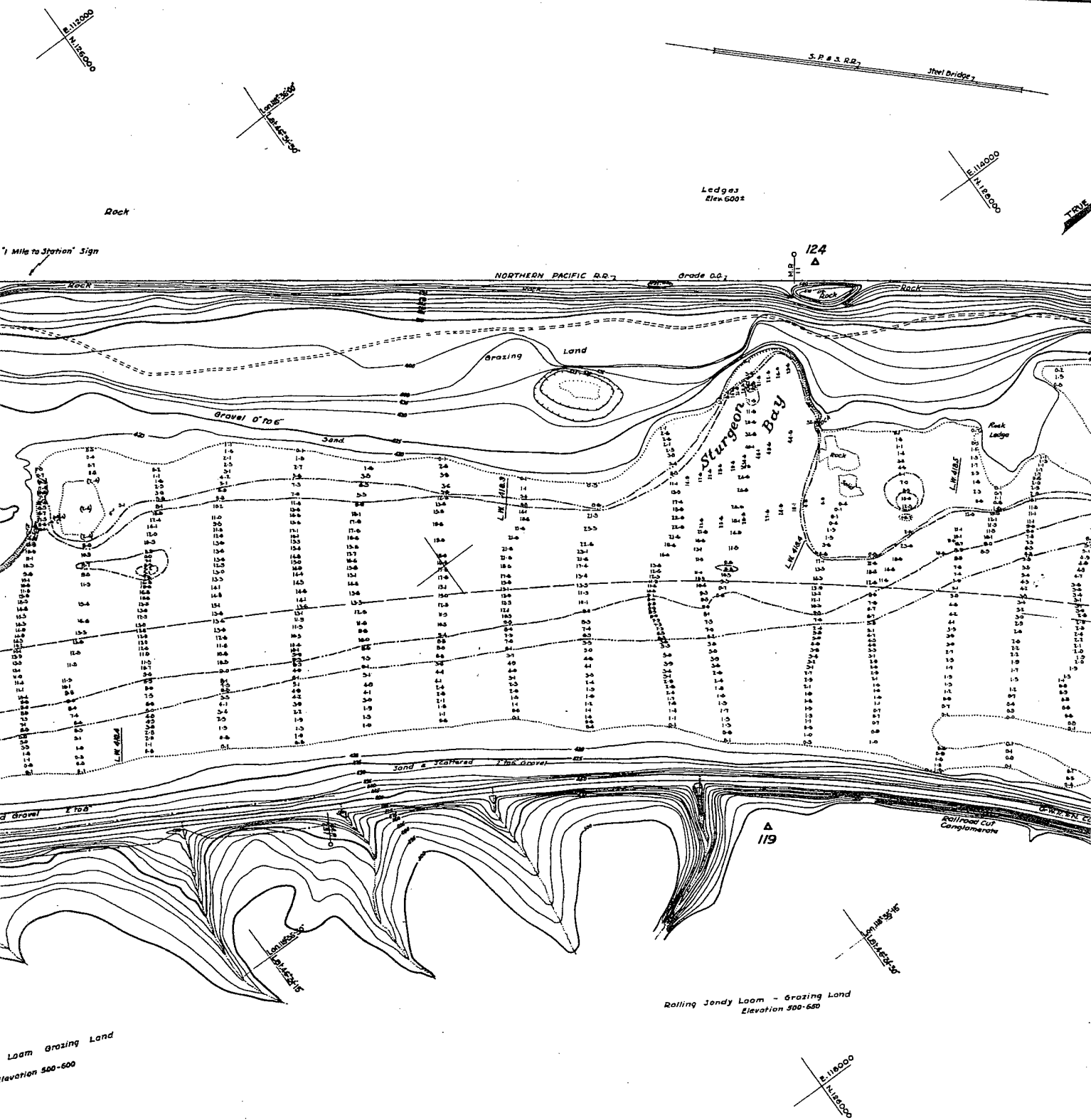
Gravel 1272' to 1278"

Gravel 1278' to 1284"

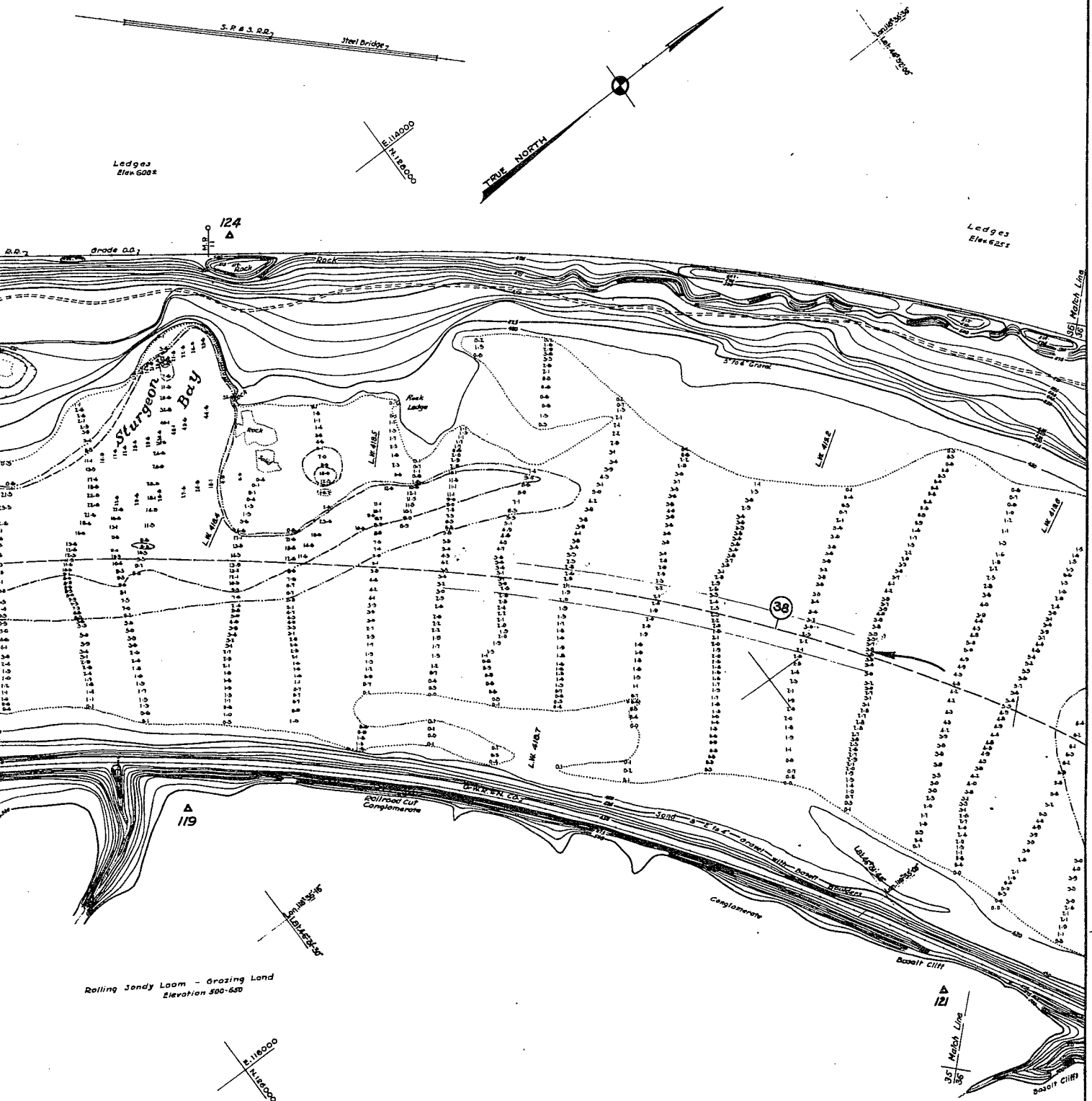
Gravel 1284' to 1290"

Gravel 12

Rolling Sandy Loam Grazing Land
Elevation 500-600



NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND
 LOW WATER PLANE: 10.0 ON U. S. WEATHER
 EL. 815.05 M. S. L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW
 ELEVATIONS ARE REFERRED TO MEAN SEA LEV
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: —
 9 FOOT DEPTH CURVE SHOWN THUS: ...
 CENTER LINE OF PROPOSED CHANNEL SHOWN
 DISTANCE IN MILES FROM MOUTH OF RIVER ME
 PROPOSED CHANNEL SHOWN THUS: (38)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.55 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (38)

SN-1-4/36
H-9-2/35

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

INIS4 SHEETS

SCALE 1:2,000

SHEET NO. 35

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Approved:

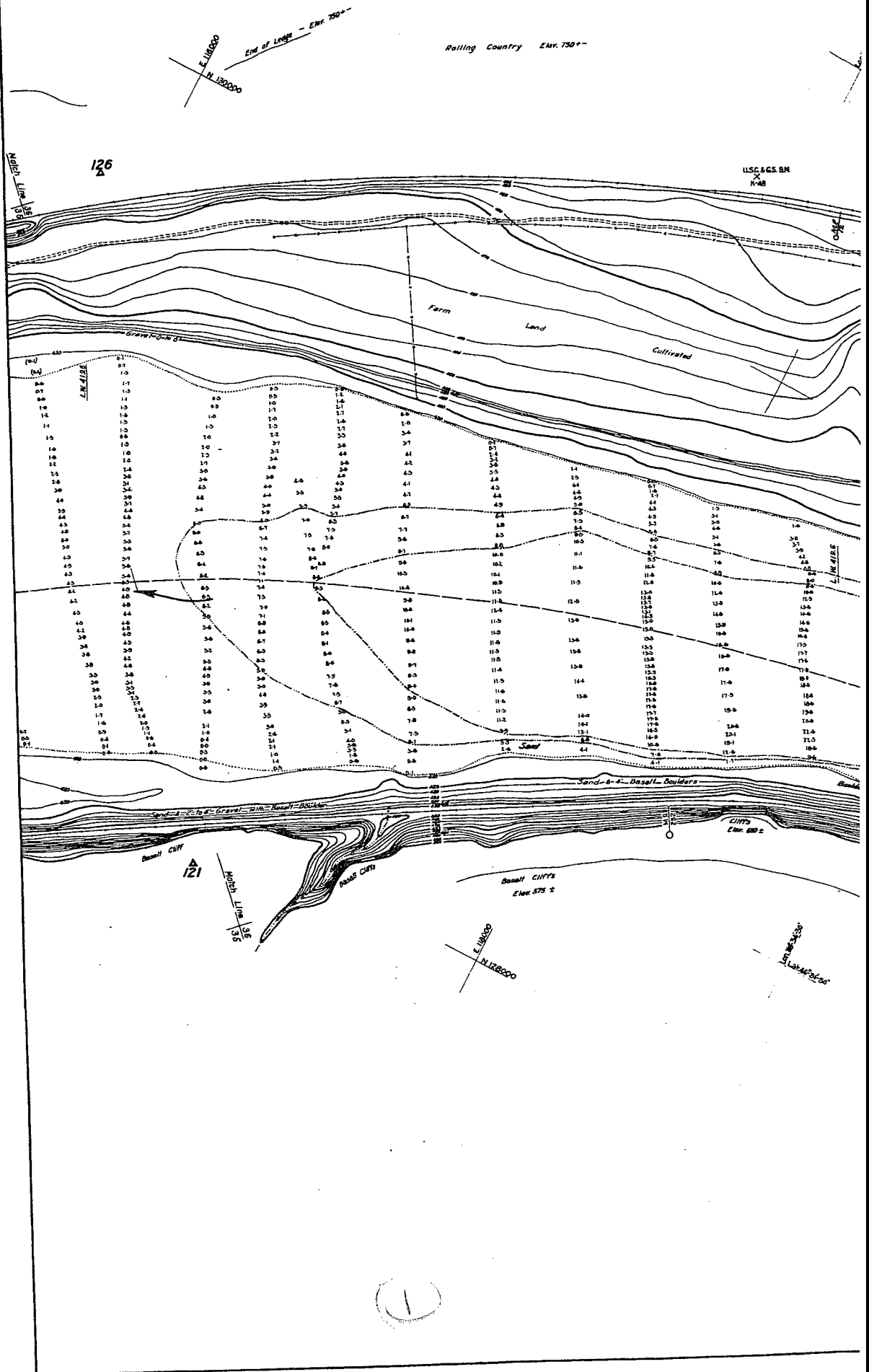
Allen L. Darr
Associate Engineer

W. J. Williams
Major, Corps of Engineers

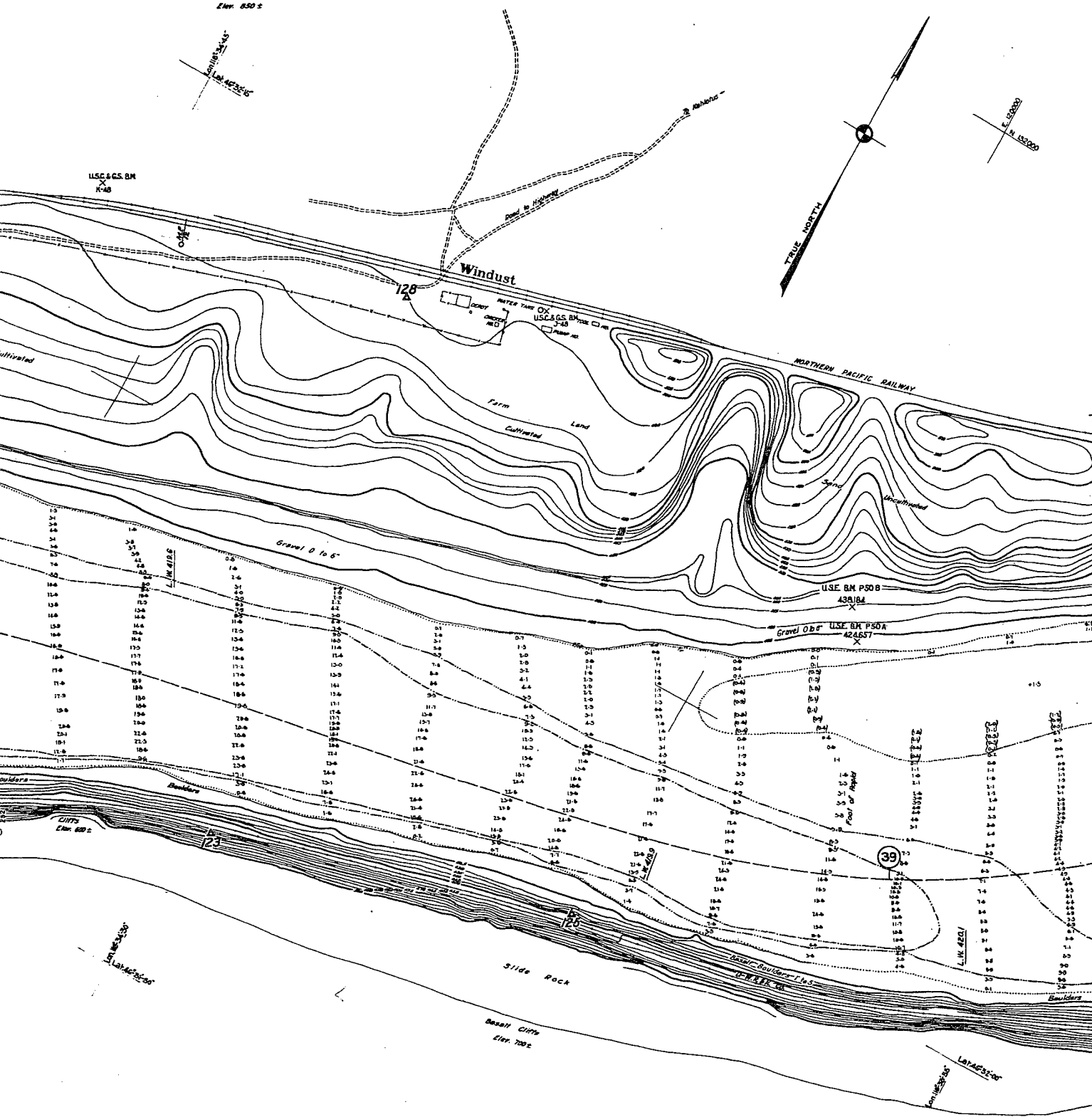
Drawn by G.B.F. H.G.F.

Transmitted with report dated June 10, 1935

SN-1-12/35



High Country Cultivated
Elev. 850 ±



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (0.0 ON U. S. WEATHER BUREAU GAGE AT RUPARIA, EL. 515.05 M. S. L.)
FIGURES IN PARENTHESES THUS (1.7) SHOW HEIGHT ABOVE LOW WATER.
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U. S. C. & G. S. DATUM 1900 ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
6 FOOT DEPTH CURVE SHOWN THUS: ————
9 FOOT DEPTH CURVE SHOWN THUS: ————
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (39)

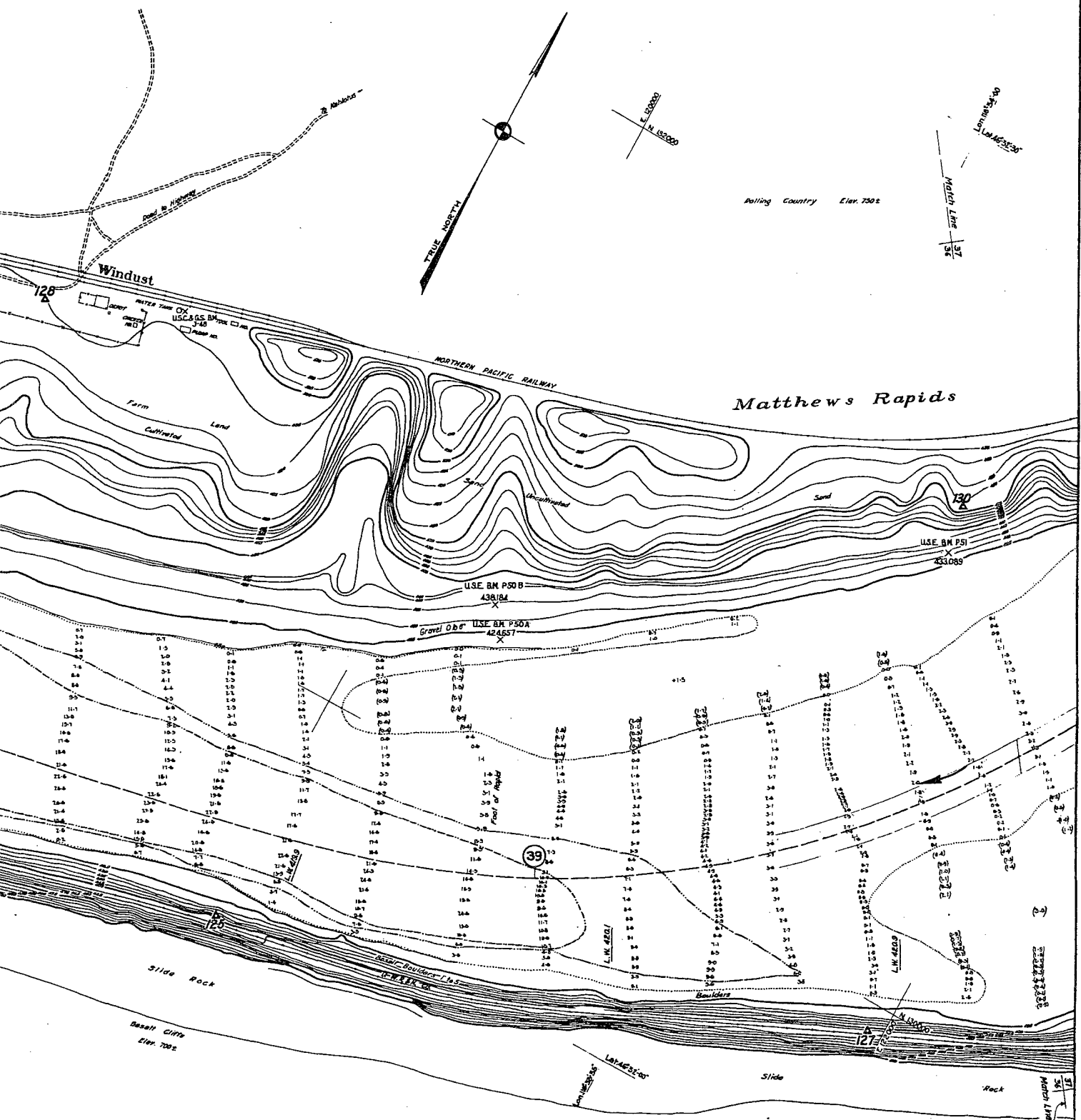
SN
MOU

IN 54 S

U. S. E
Submitter

Drawn by

SN-1-4/37
H-9-2/36



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

8 FOOT DEPTH CURVE SHOWN THUS: _____

6 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (39)

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 54 SHEETS

SCALE 1:2,000

SHEET NO. 36

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Approved:

Allen L. Darr
Associate Engineer

Dr. Williams
Major, Corps of Engineers

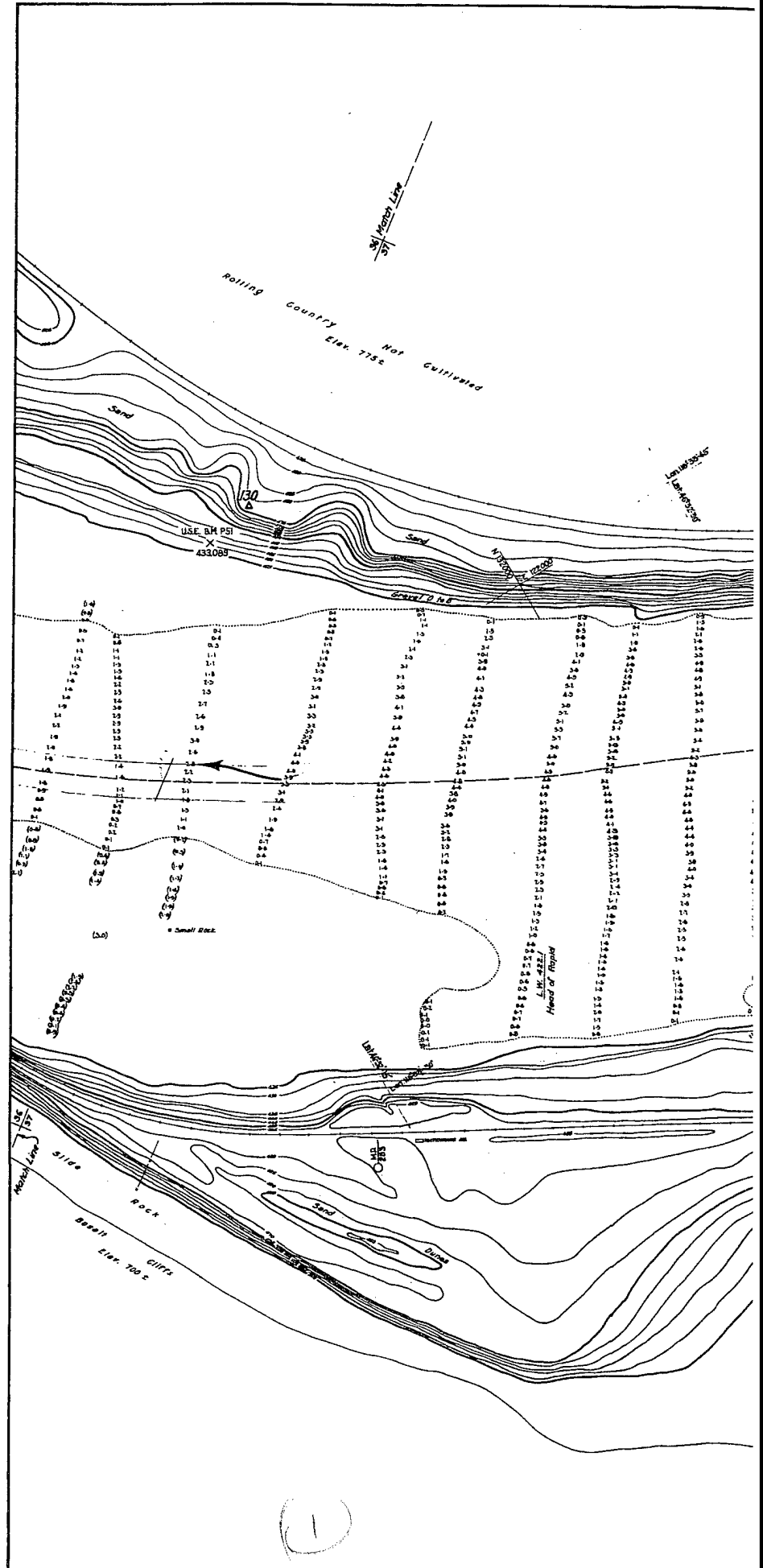
Drawn by R.C.B. N.G.E.

Transmitted with report dated June 10, 1935

SN-1-4/37
H-9-2/36

SN-1-12/36

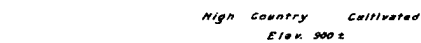
WAR DEPARTMENT



High Country Cultivated
Elev. 875 ±

Low 4225
Low 4250
Low 4255
Low 4260
Low 4265
Low 4270
Low 4275
Low 4280
Low 4285
Low 4290
Low 4295
Low 4300



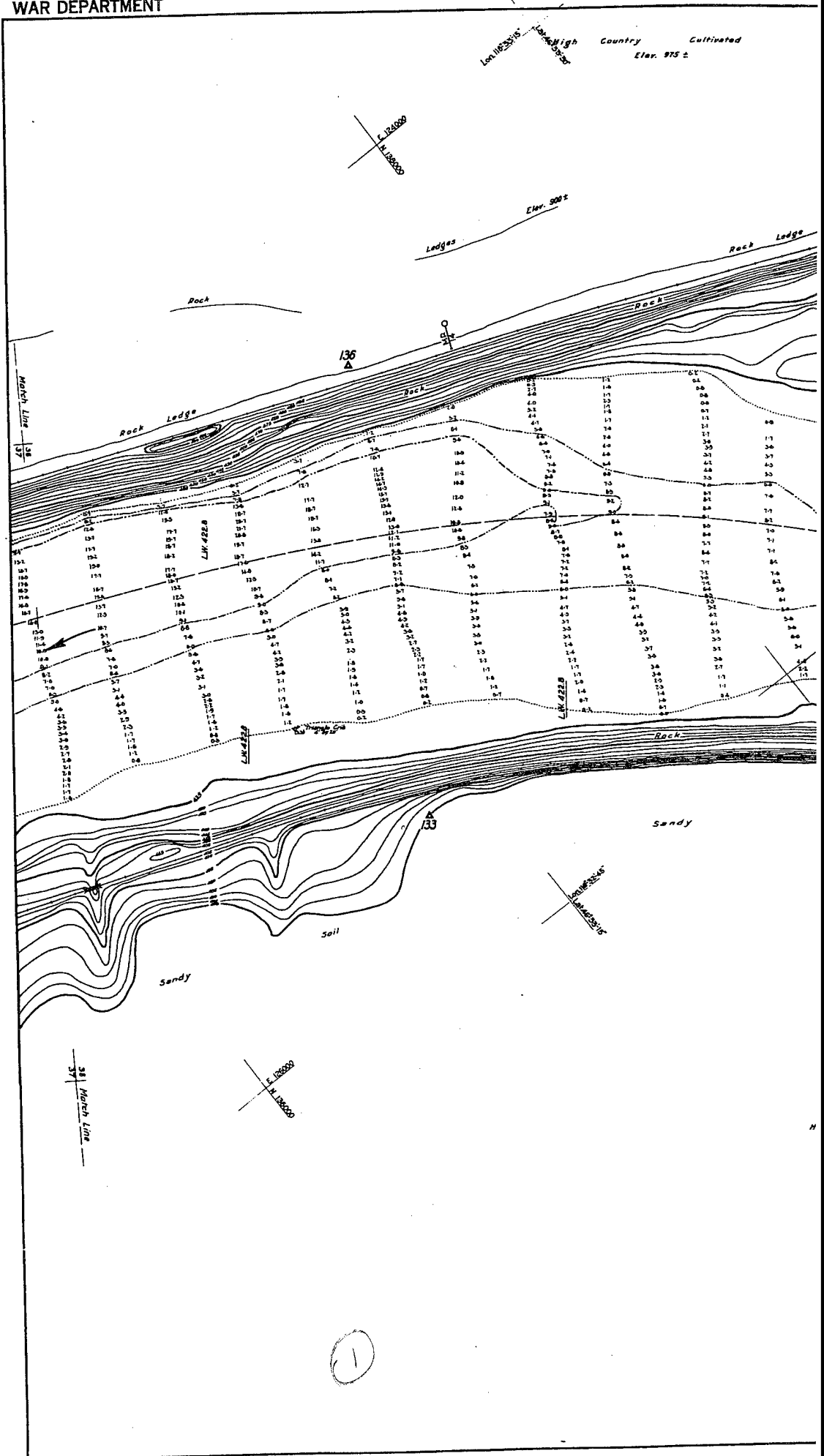


PROPOSED CHANNEL SHOWN THIS: (40)

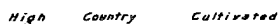
Drawn by R.C.B. N.G.F. Transmitted with report dated June 10, 1935

SN-1-12/37

WAR DEPARTMENT

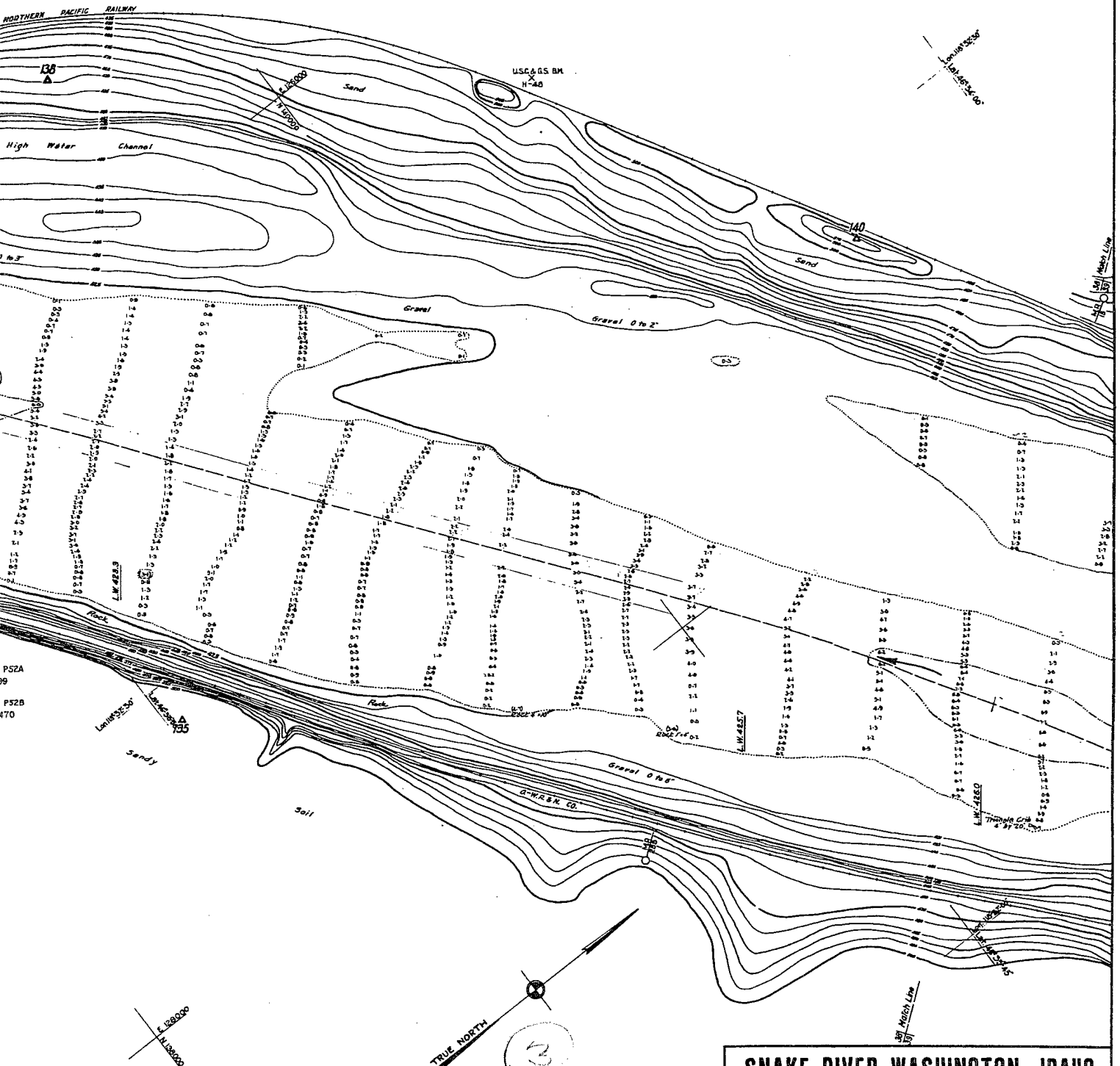


Rolling High Coal



SN-1-
H-9-

Rolling High Country Not Cultivated



Note:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 100 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M.S.L.
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 9 FOOT DEPTH CURVE SHOWN THUS: ————
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (41)

SN-1-4/39
 H-9-2/38

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 38

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Approved:

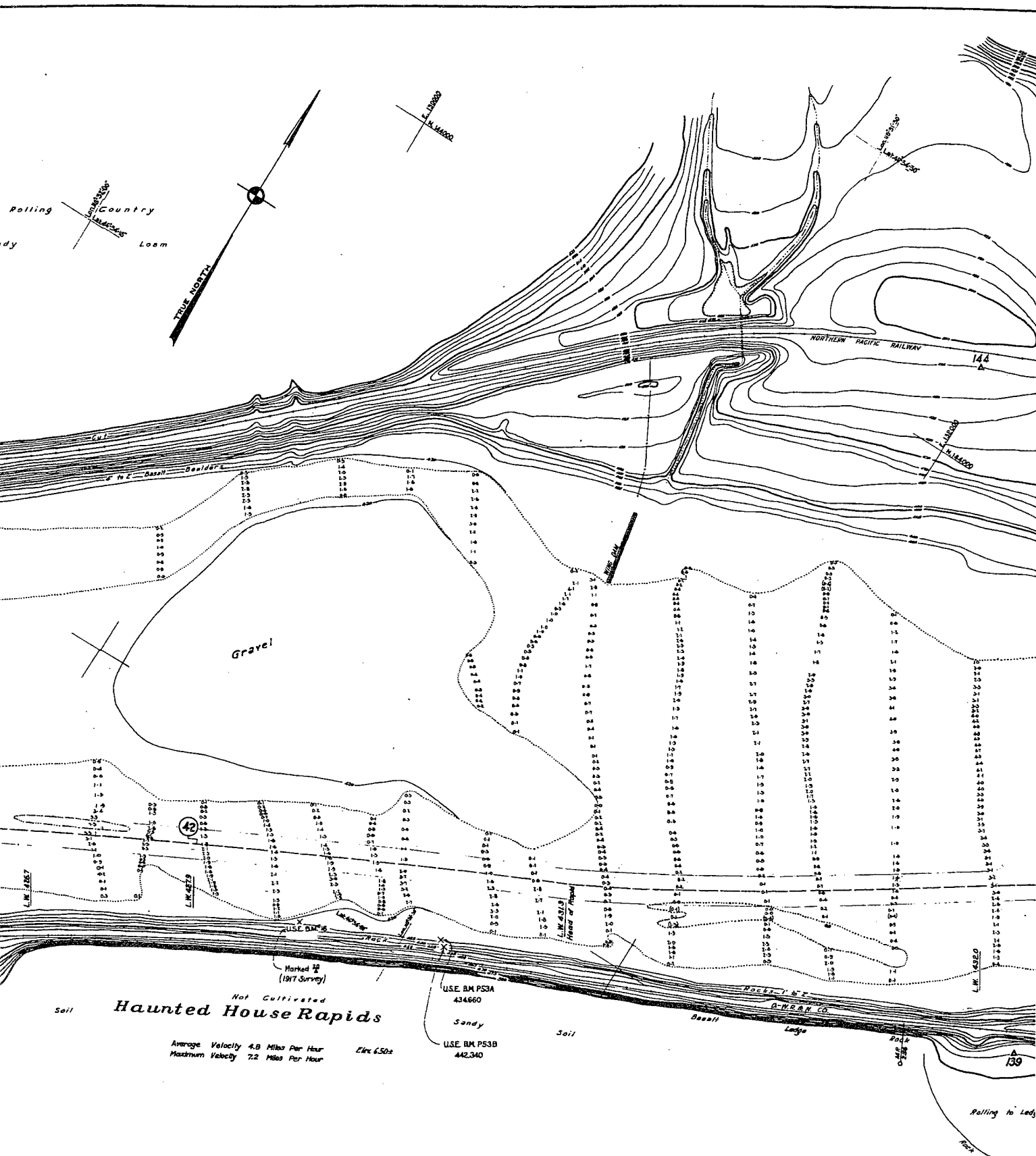
Allen L. Darr
 Associate Engineer

Ed. Williams
 Major, Corps of Engineers

Drawn by R.C.B. HGE

Transmitted with report dated June 10, 1935

SN-1-12/38



NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M.S.L.)
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
6 FOOT DEPTH CURVE SHOWN THUS: ————
8 FOOT DEPTH CURVE SHOWN THUS: ————
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (42)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. & L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1900 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

9 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (42)

Snake River, Washington - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 39

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Approved:

Allen L. Darr
Associate Engineer

W. J. Brown
Major, Corps of Engineers

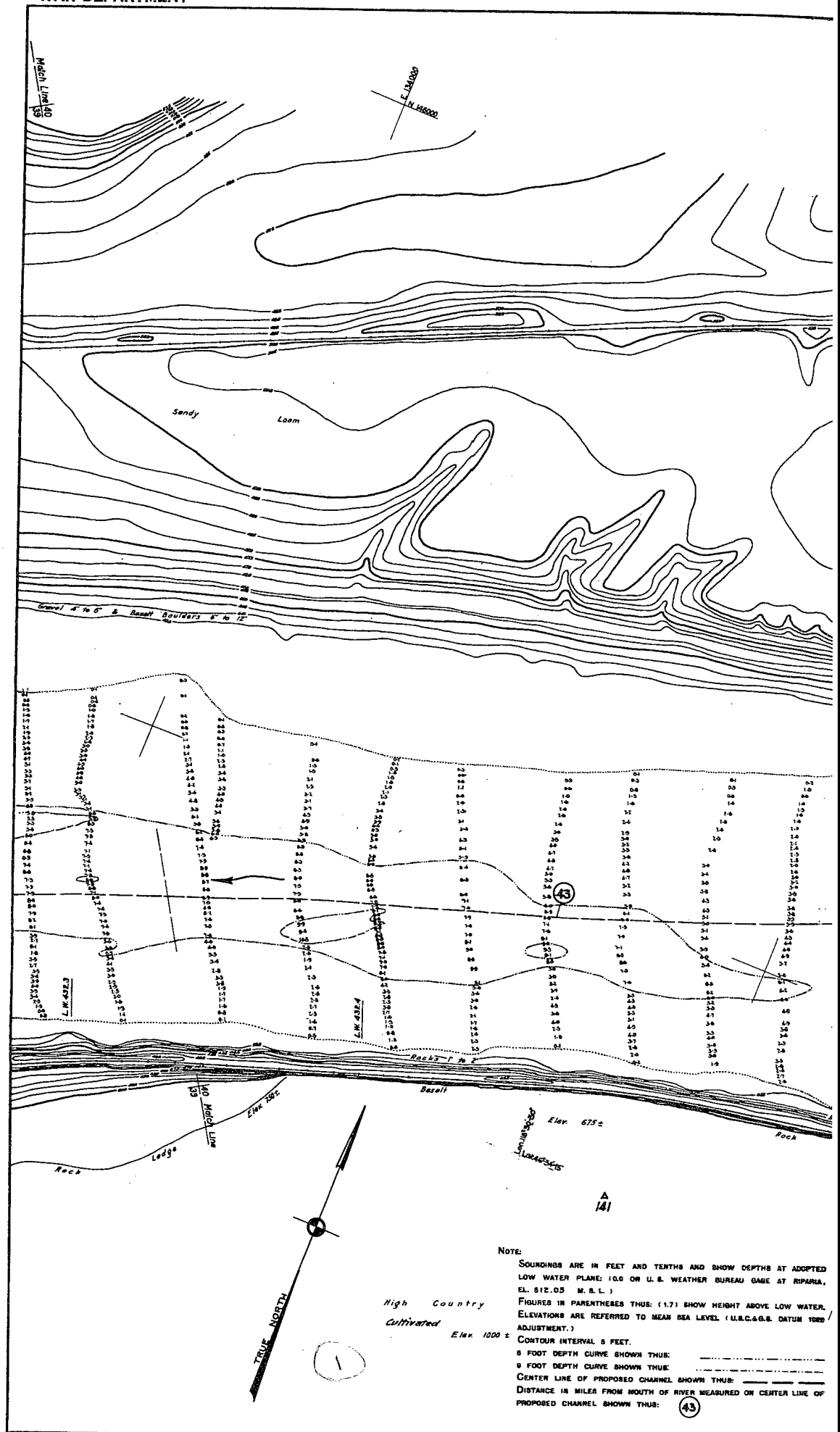
Drawn by R.C.B. H.G.F.

Transmitted with report dated June 10, 1935

SN-1-4/40
H-9-2/39

SN-1-12/39

WAR DEPARTMENT



High Basalt Cliffs 300' back

North Line
40



FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED
0.00 ON U.S. WEATHER BUREAU GAGE AT RIPARIA,
RES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
RATED TO MEAN SEA LEVEL U.S.C.G.S. DATUM 1929
FEET.
SHOWN THUS: ---
SHOWN THUS: ---
POSED CHANNEL SHOWN THUS: ---
FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
SHOWN THUS: (43)

2

High Desert Cliffs 300' back



Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 40

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Approved:

Allen L. Darr
Associate Engineer

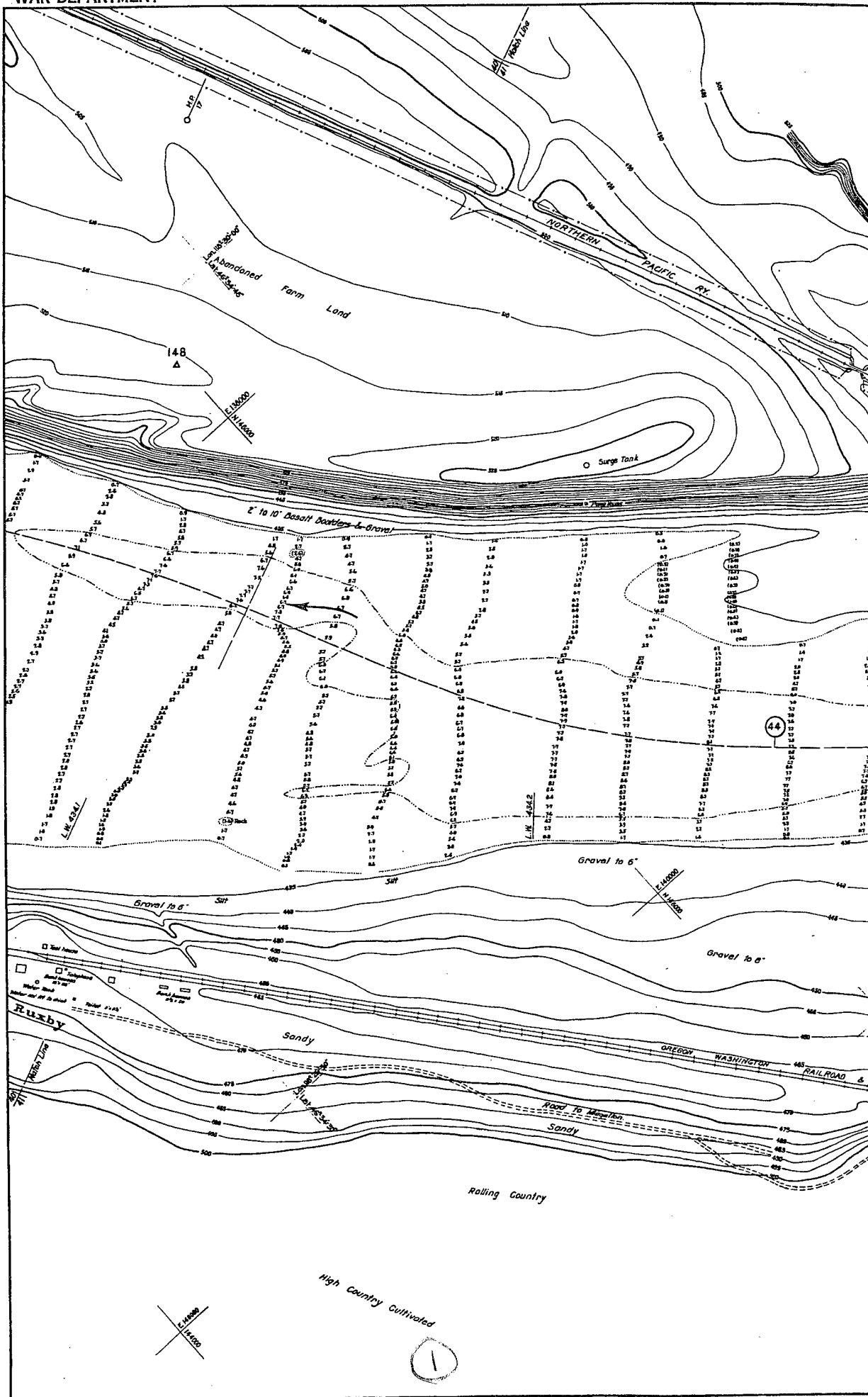
Edell
Major, Corps of Engineers

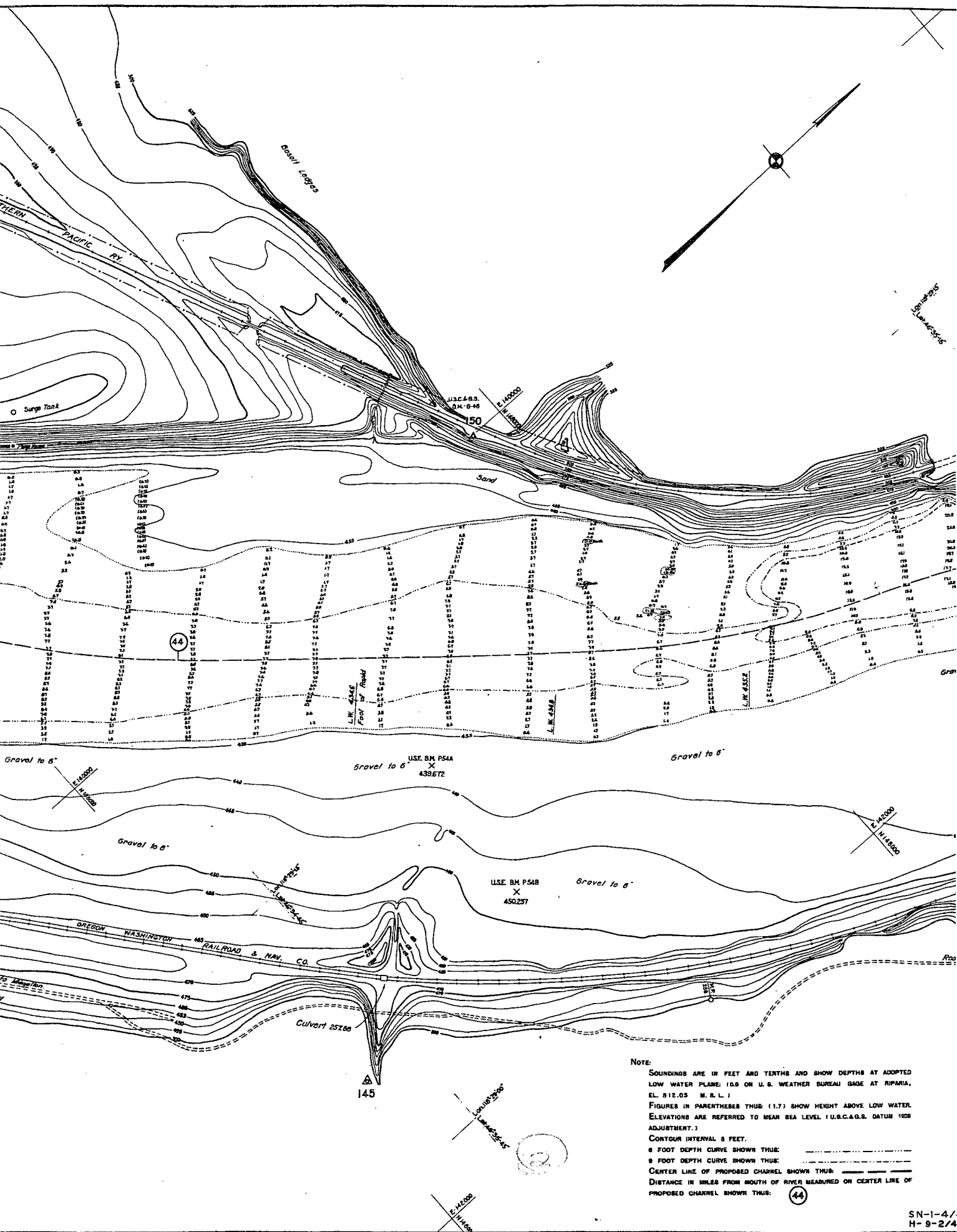
Drawn by R.C.B. M.G.E.

Transmitted with report dated June 10, 1935

SN-1-4/41
H-9-2/40

SN-1-12/40





Note:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (0.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.A.S. DATUM 1029 ADJUSTMENT.)

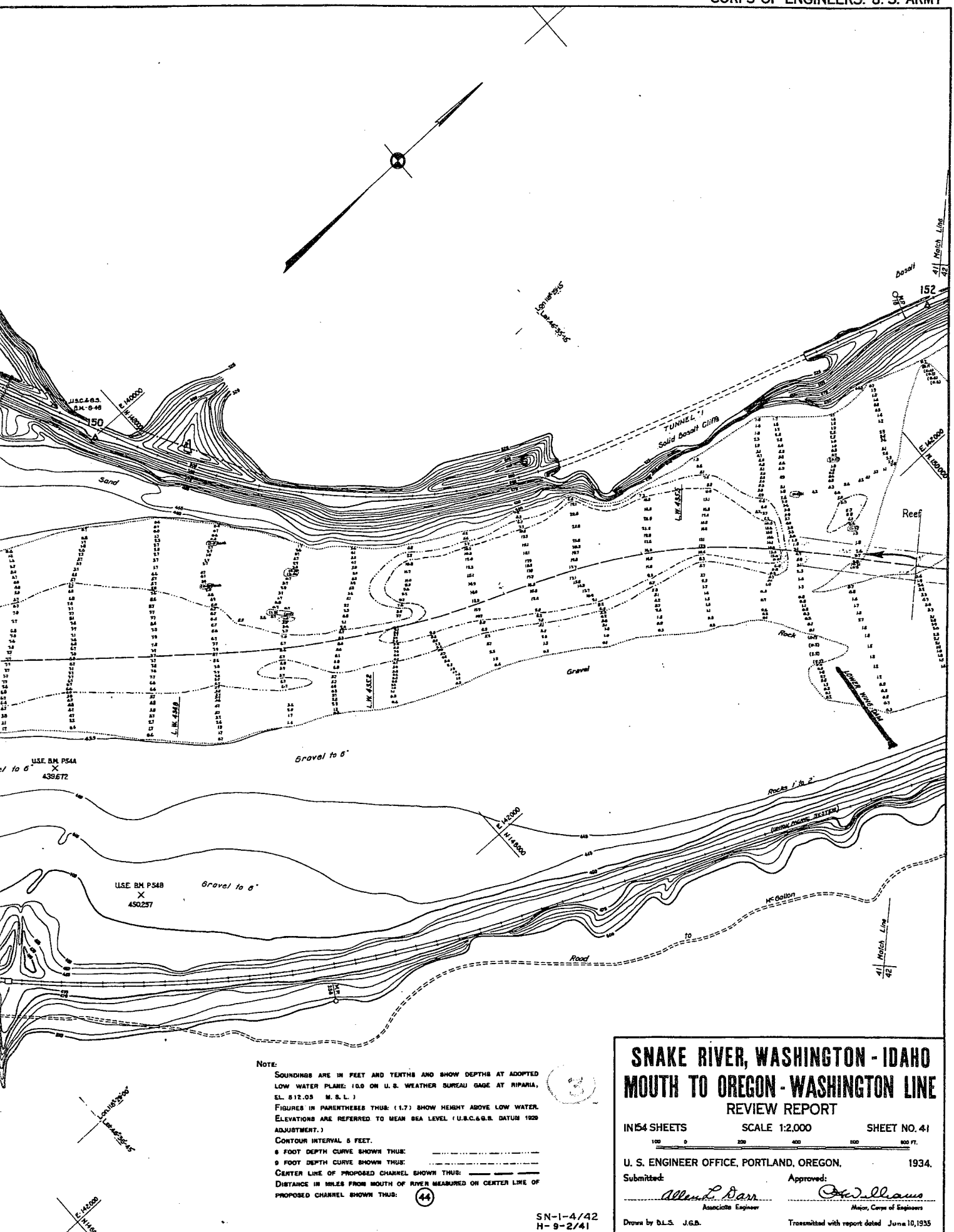
CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ————

9 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN SILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (44)



SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 54 SHEETS

SCALE 1:2,000

SHEET NO. 41

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Approved:

Wm. L. Barr
 Associate Engineer

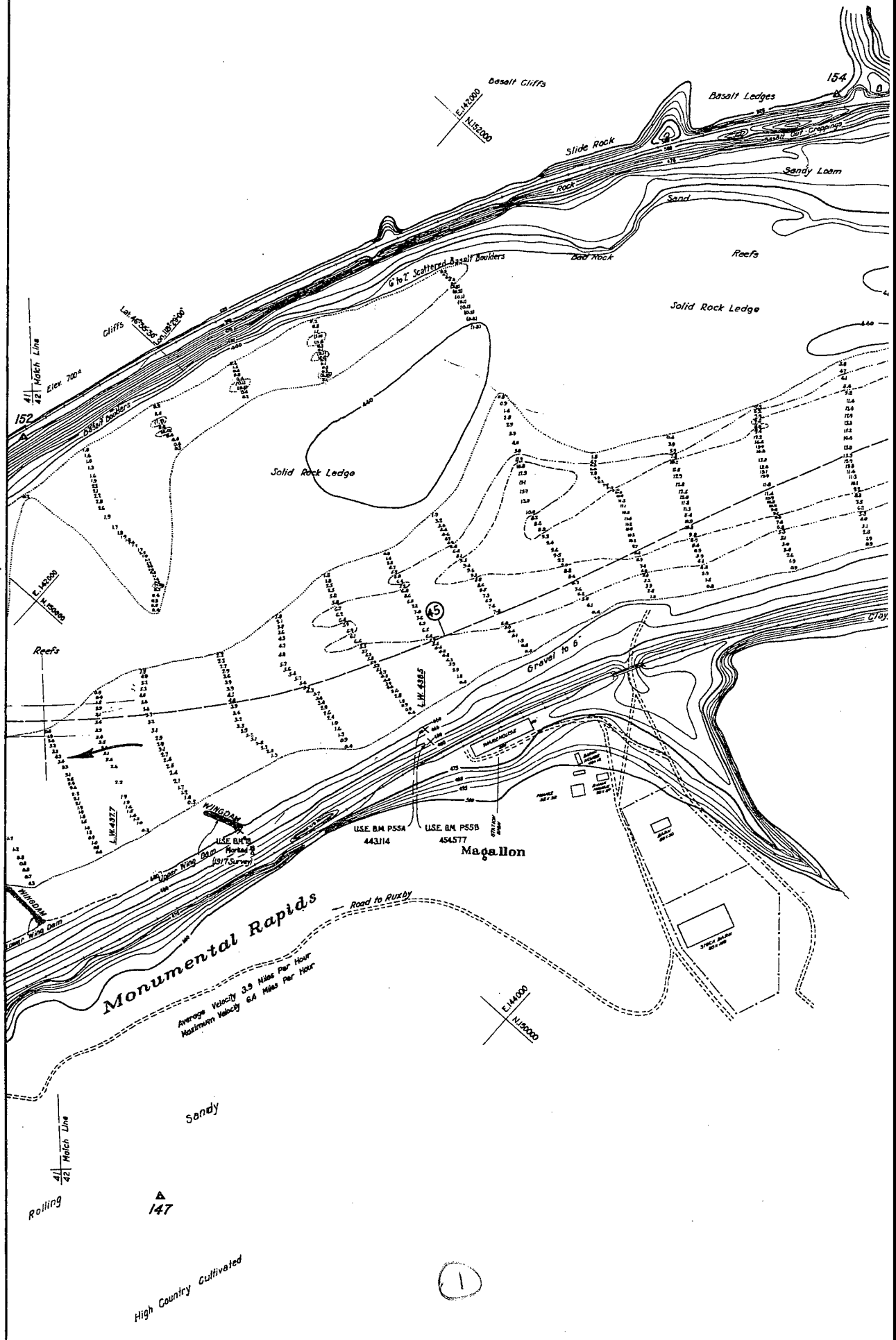
H. Williams
 Major, Corps of Engineers

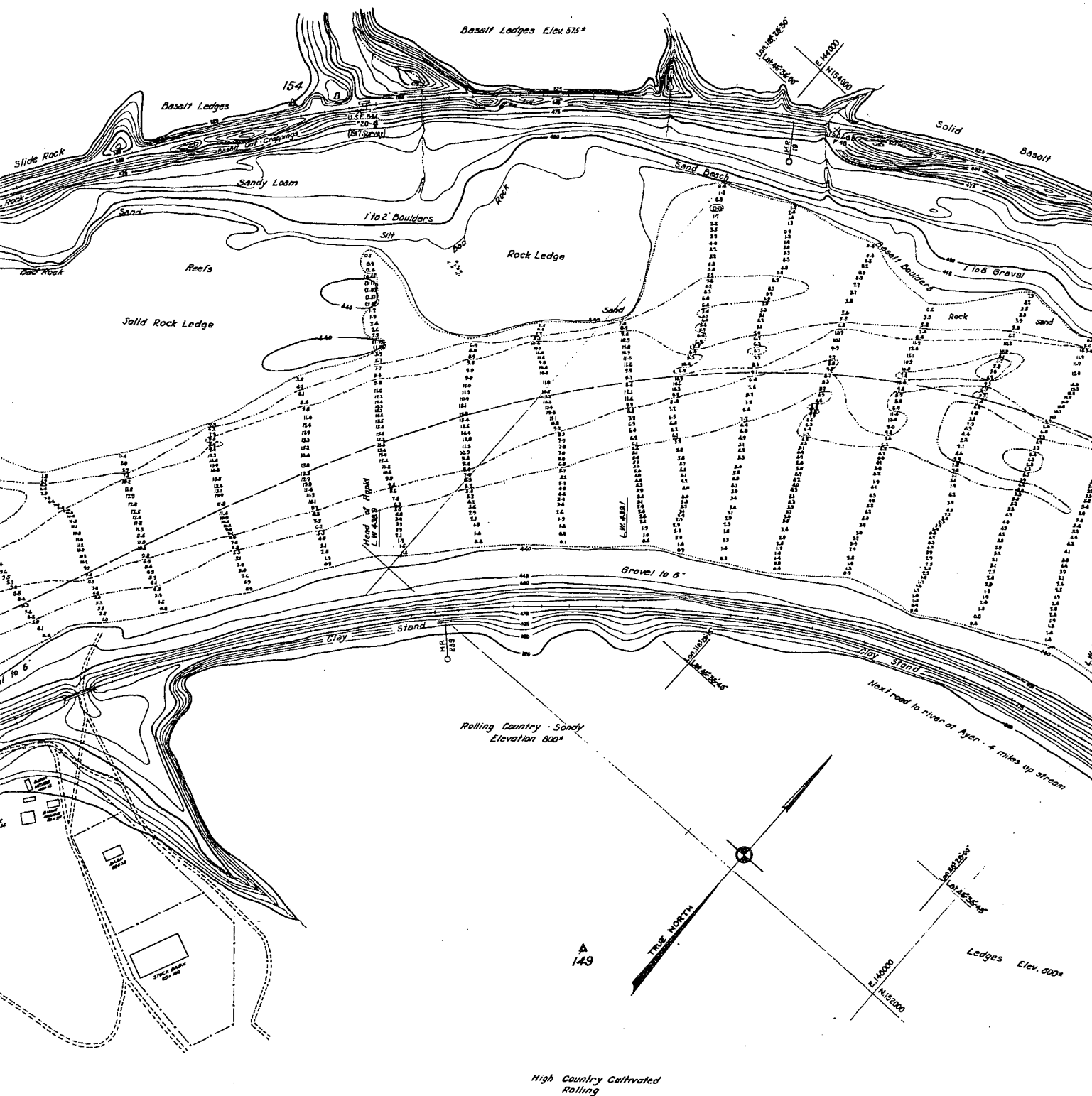
Drawn by D.L.S. J.G.B.

Transmitted with report dated June 10, 1935

 SN-1-4/42
 H-9-2/41

SN-1-12/41





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 612.08 M. S. L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (45)

45 Miles Line

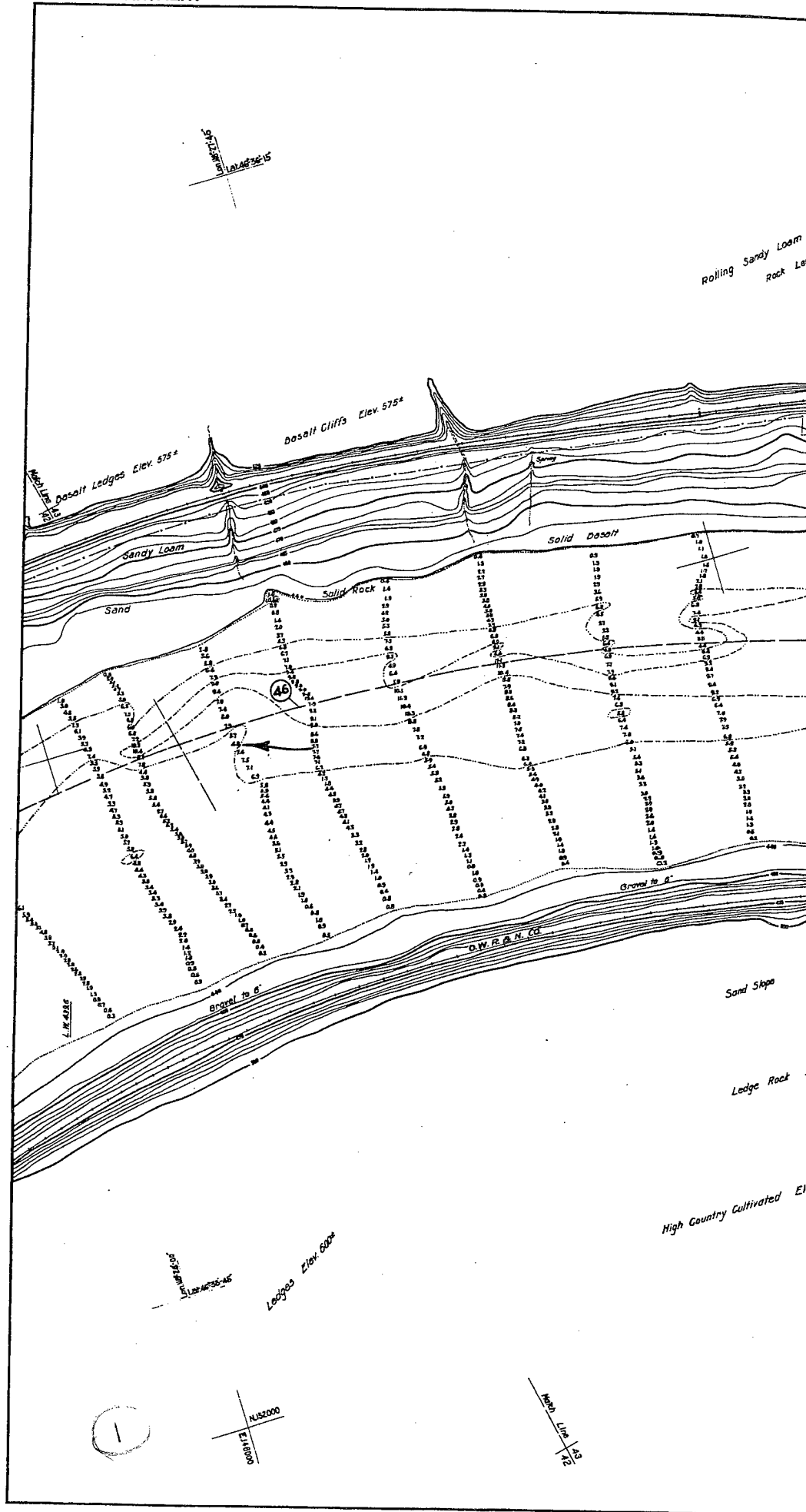


~~42 / Motel LHO~~

Transmitted with report dated June 10, 1935

SN-1-12/42

WAR DEPARTMENT





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 100 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M.S.L. (FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL U.S.G.A.G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ————

6 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (46)

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 43

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Darr
Associate Engineer

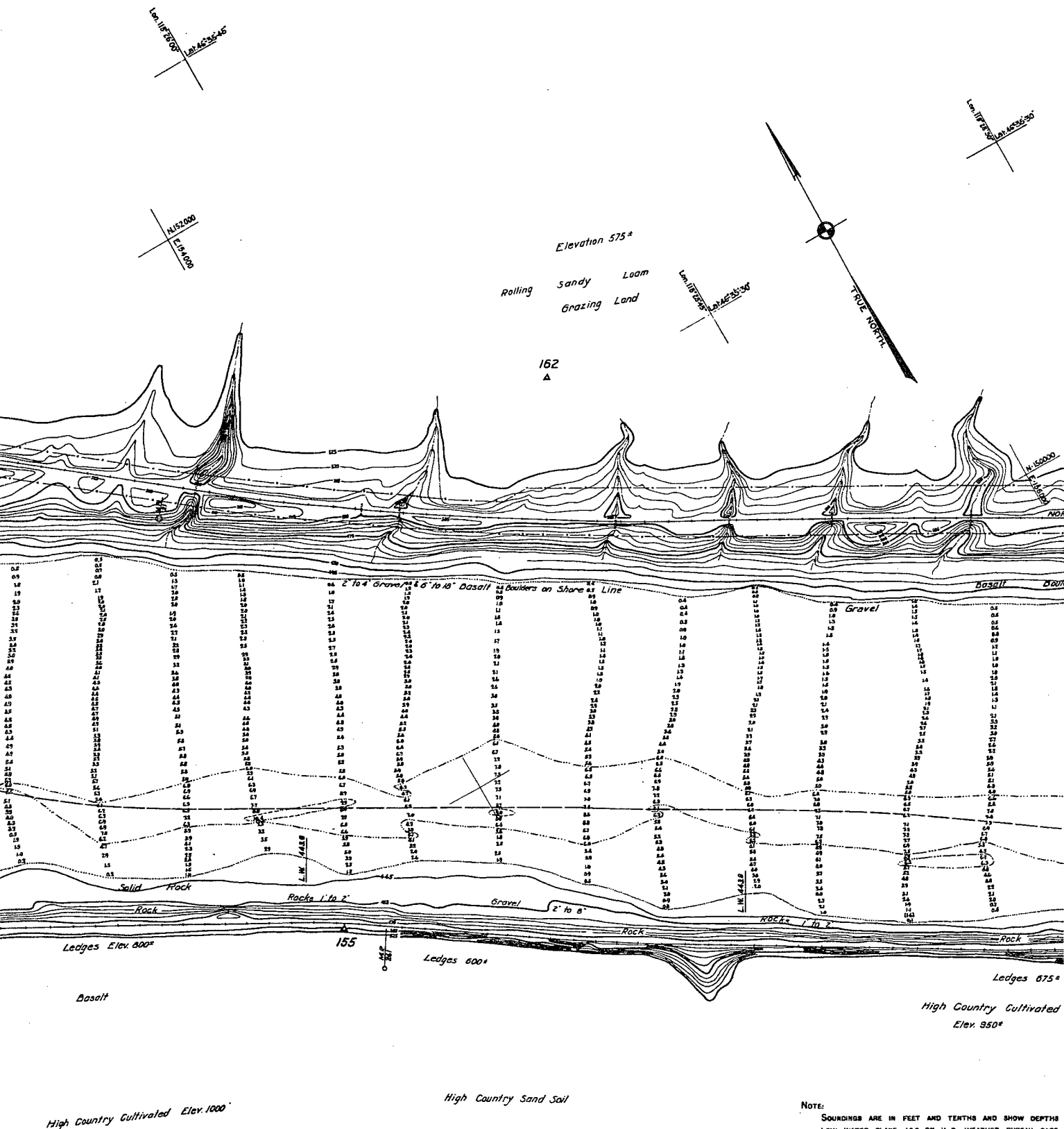
W. H. Williams
Major, Corps of Engineers

Drawn by D.L.S. J.E.B.

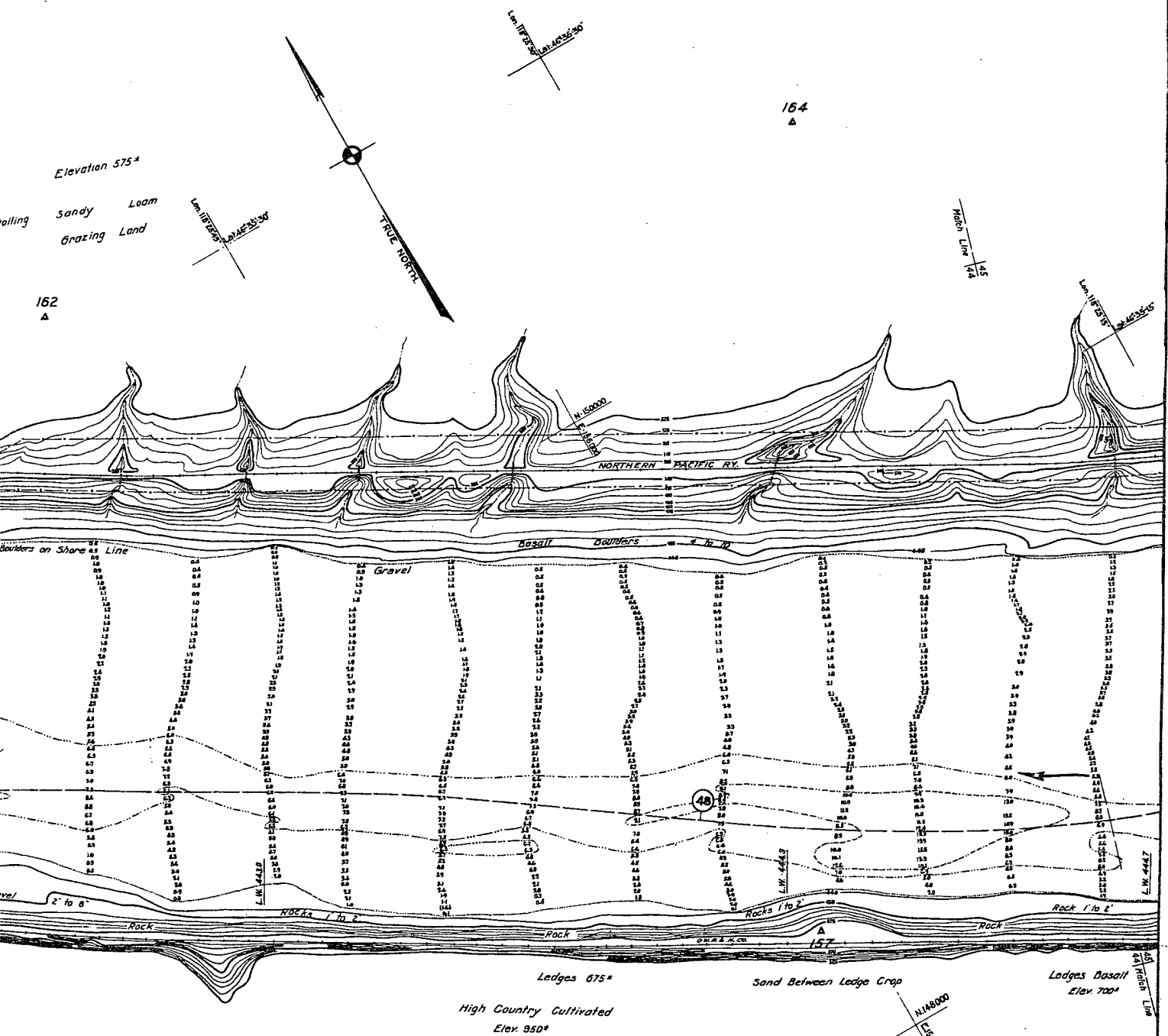
Transmitted with report dated June 10, 1935

SN-1-4/44
H-9-2/43

SN-1-12/43



NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS
 LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE
 EL. 812.05 M. S. L.
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S.
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER
 PROPOSED CHANNEL SHOWN THUS: (48)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

9 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (48)

SN-1-4/45
H-9-2/44

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 44

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Allen L. Dam
Associate Engineer

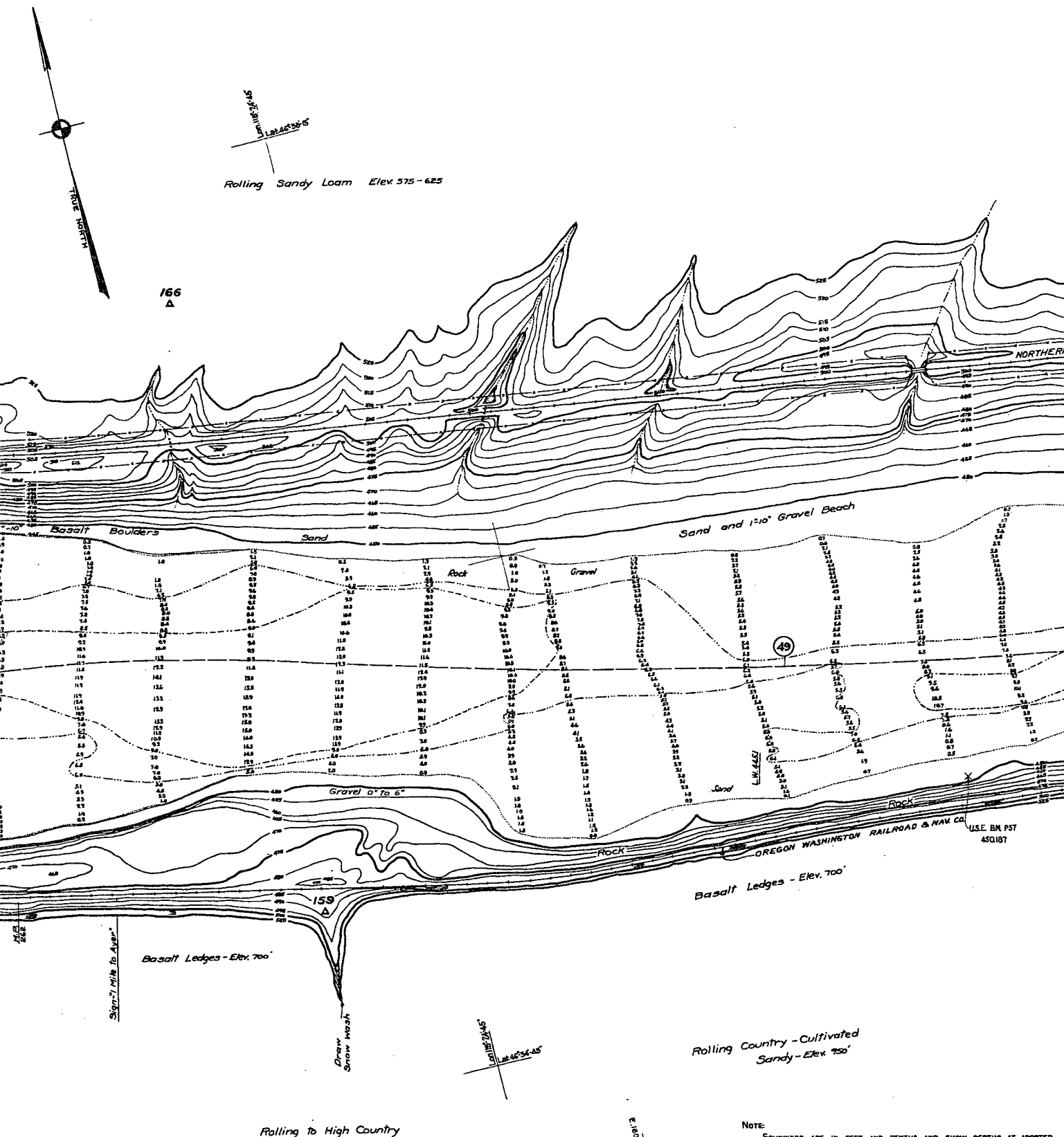
Approved:

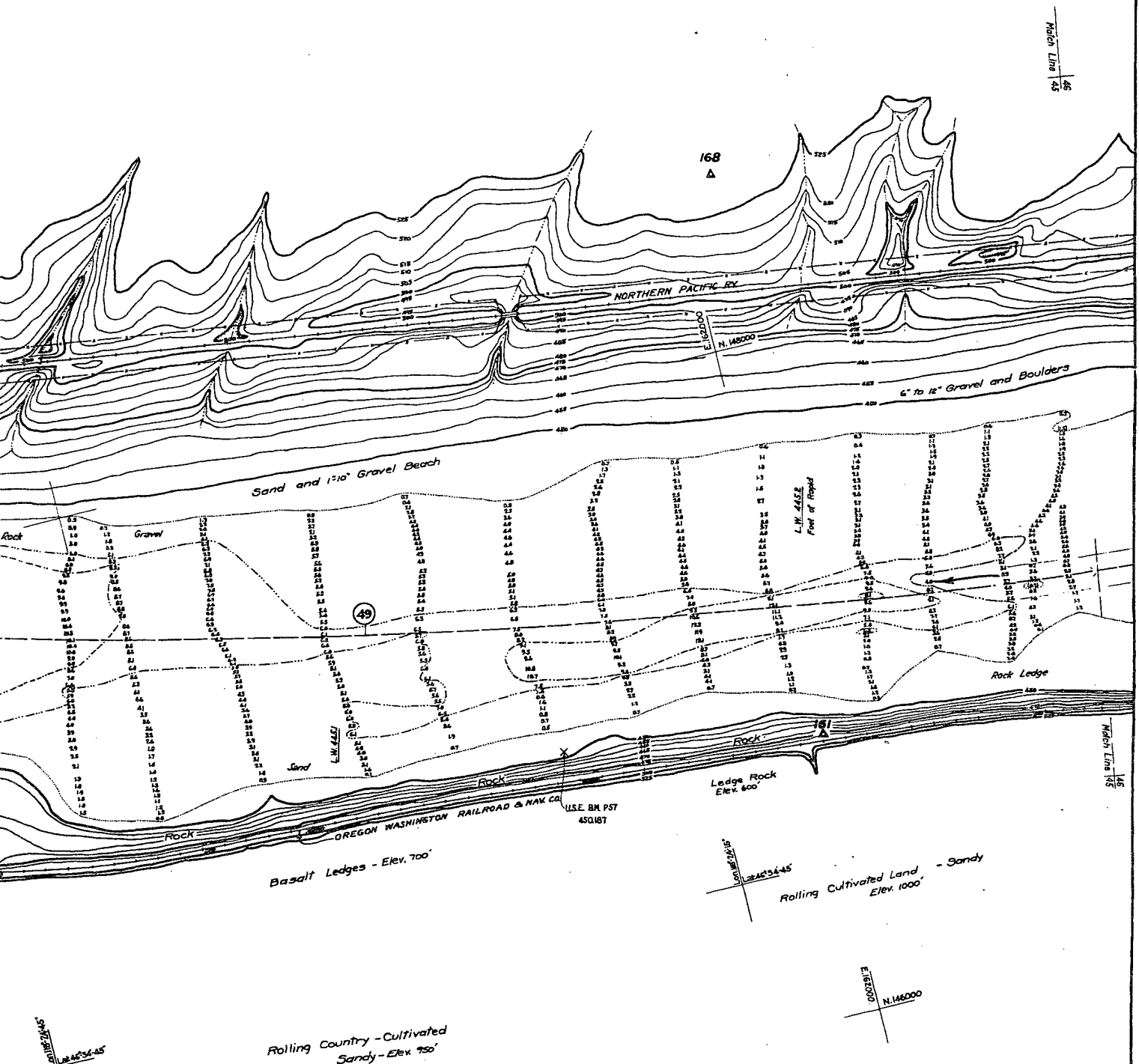
W. H. Williams
Major, Corps of Engineers

Drawn by D.J.S. J.G.B.

Transmitted with report dated June 10, 1935.

SN-1-12/44





Rolling Country - Cultivated
Sandy - Elev. 750'

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1989 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

5 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (49)

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 45

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Approved:

Allen L. Darr
 Associate Engineer

Ed Williams
 Major, Corps of Engineers

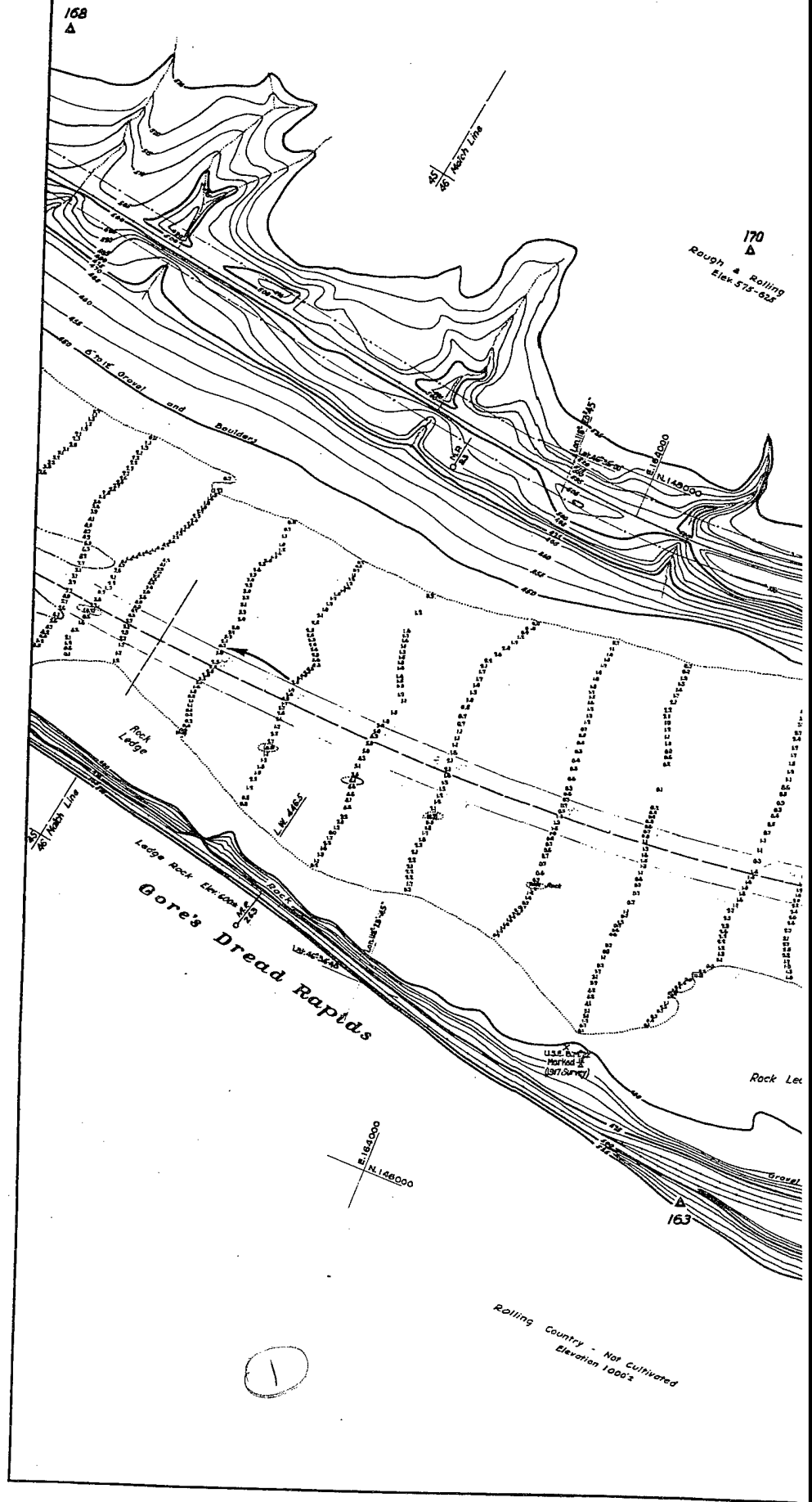
Drawn by O.S. J.G.B.

Transmitted with report dated June 10, 1935.

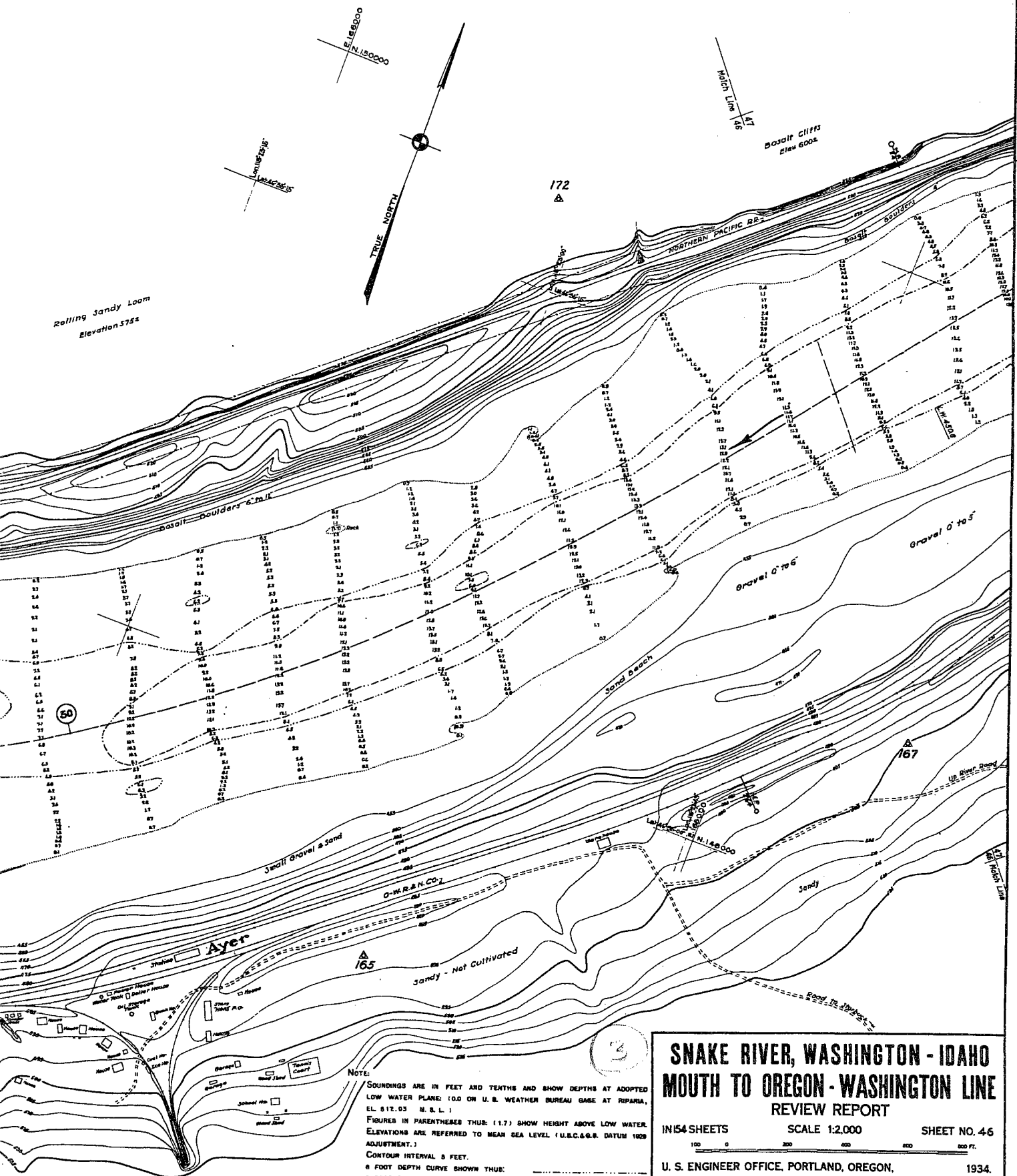
SN-1-4/46
 H-9-2/45

SN-1-12/45

WAR DEPARTMENT

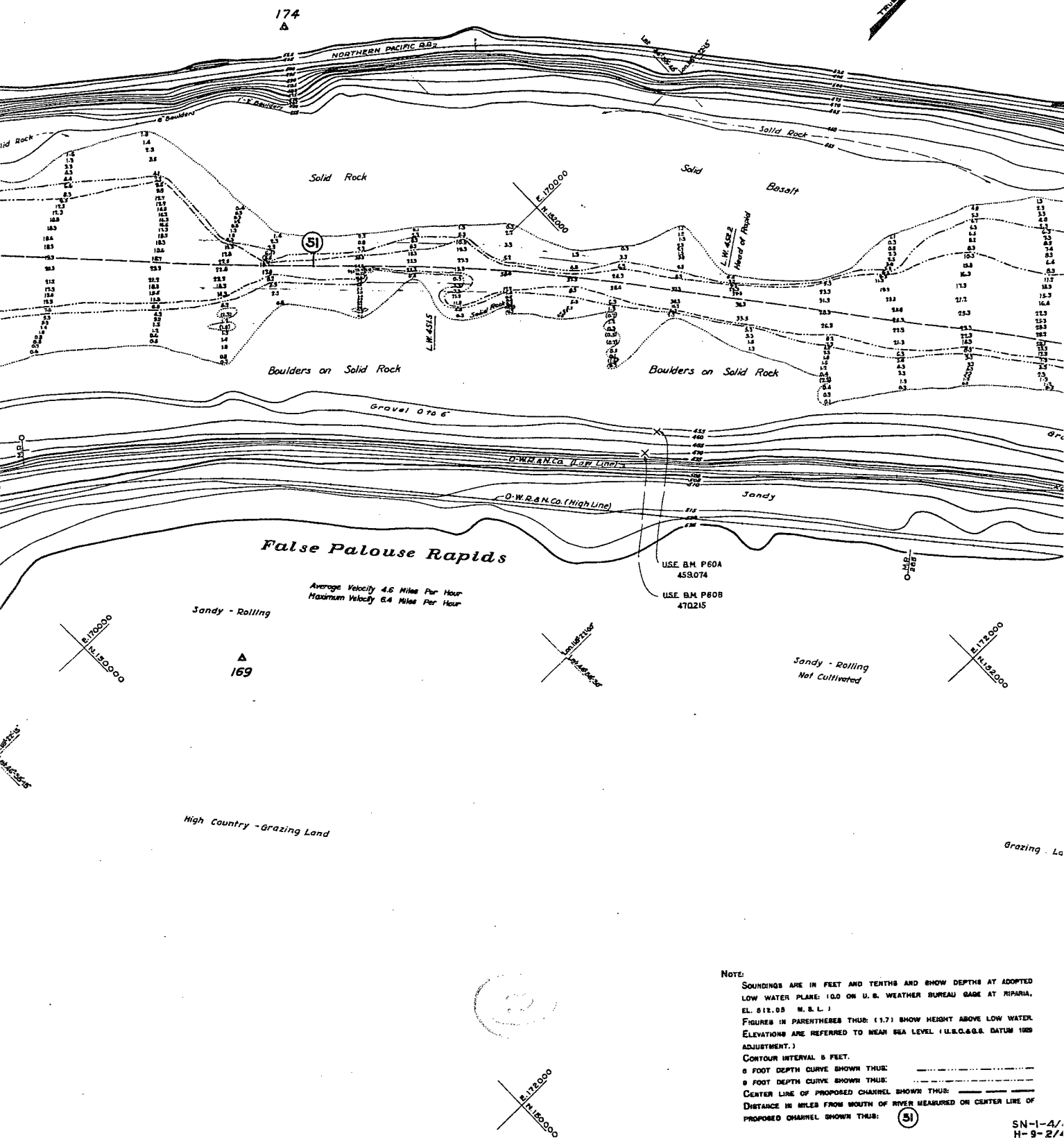


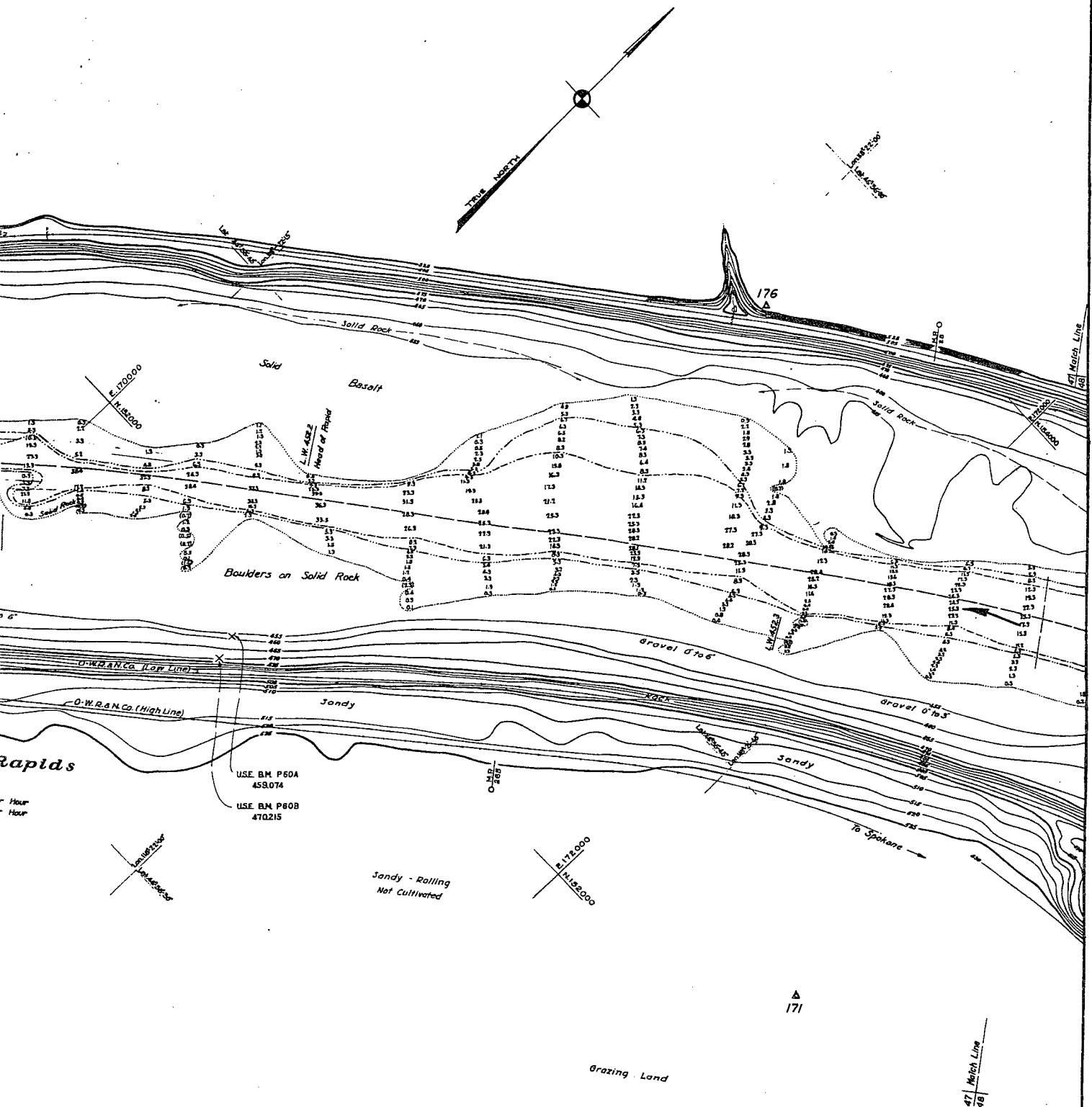




SN-1-12/46







NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U. S. C. & G. S. DATUM 1989 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

5 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN FEET FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (51)

SN-1-4/48
H-9-2/47

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 47

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Approved:

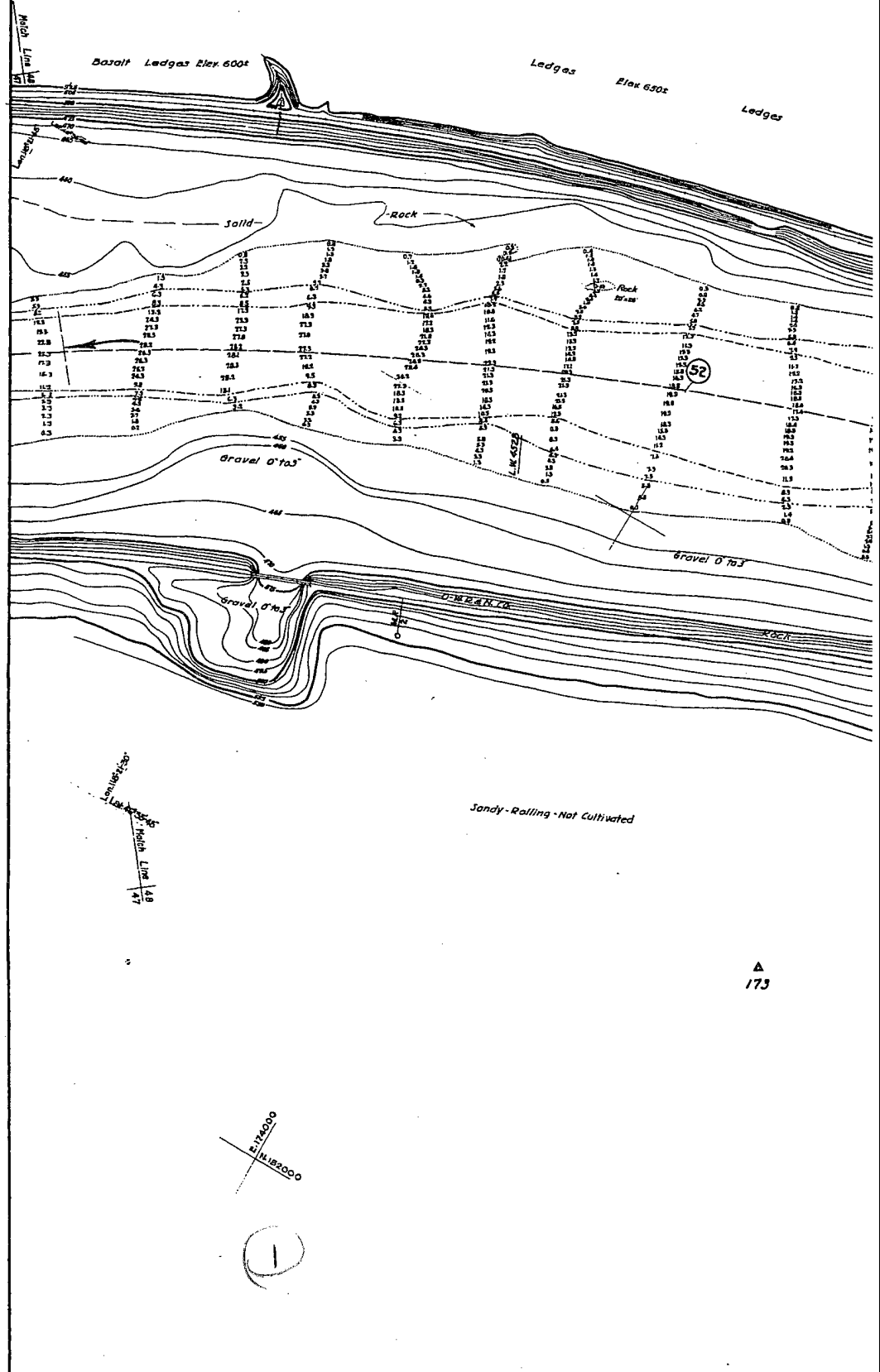
Allen L. Darr
Associate Engineer

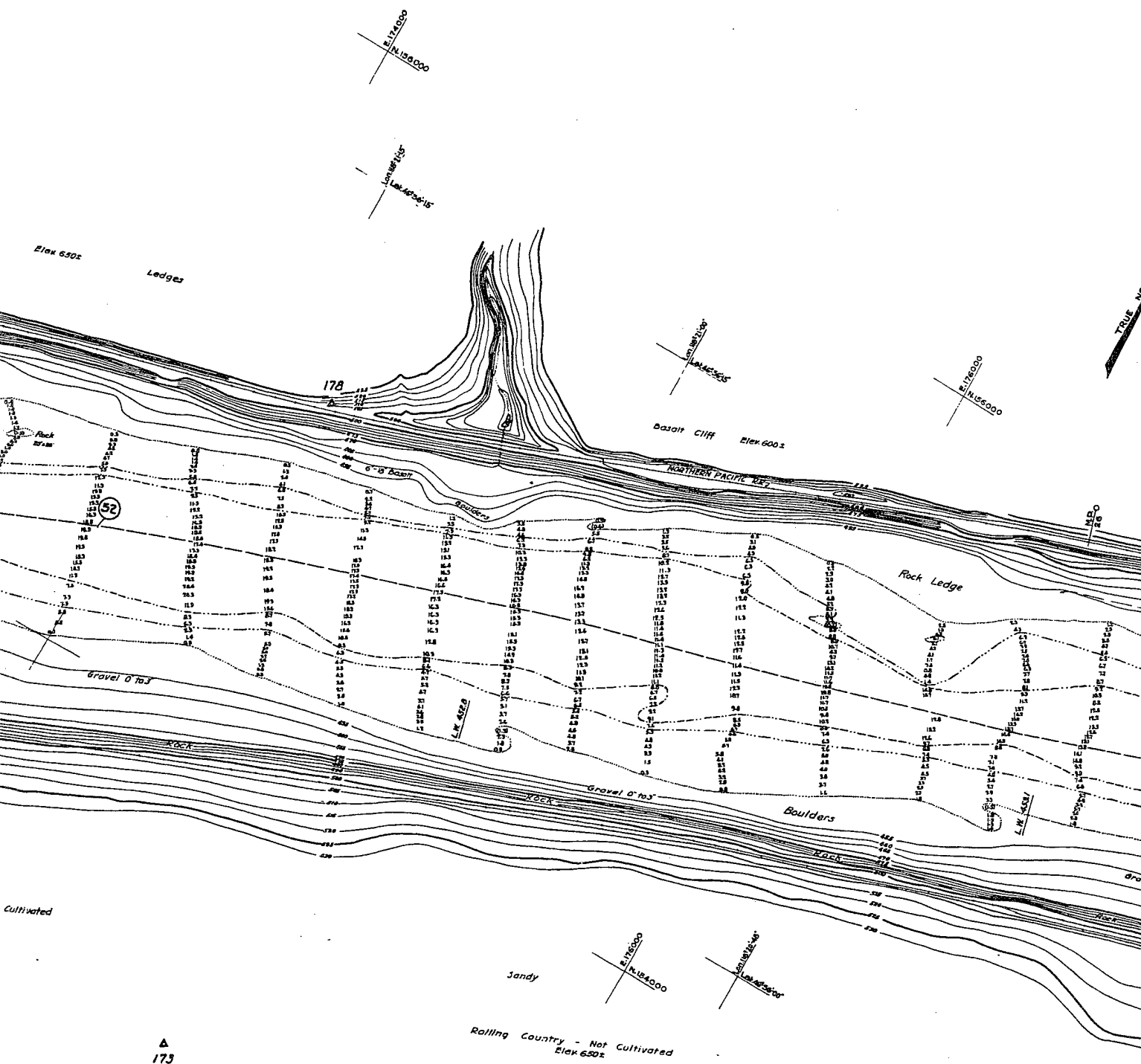
John L. Darr
Major, Corps of Engineers

Drawn by G.B.E. J.B.B.

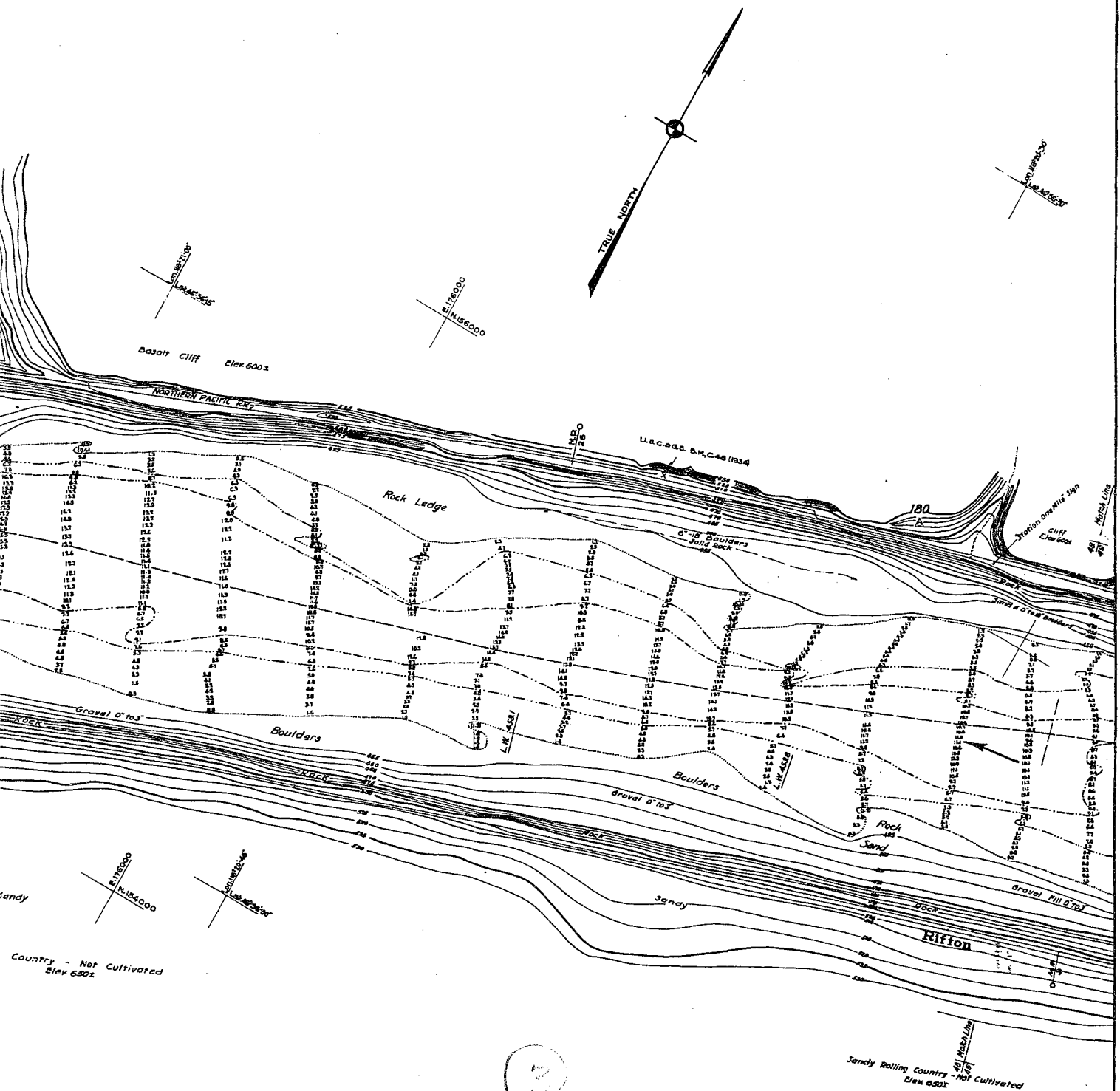
Transmitted with report dated June 10, 1935.

SN-1-12/47





Note:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.09 M. S. L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 10 FOOT DEPTH CURVE SHOWN THUS: - - - - -
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (52)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.08 M. S. L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 9 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (52)

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 48

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Approved:

 Allen L. Darr
 Associate Engineer

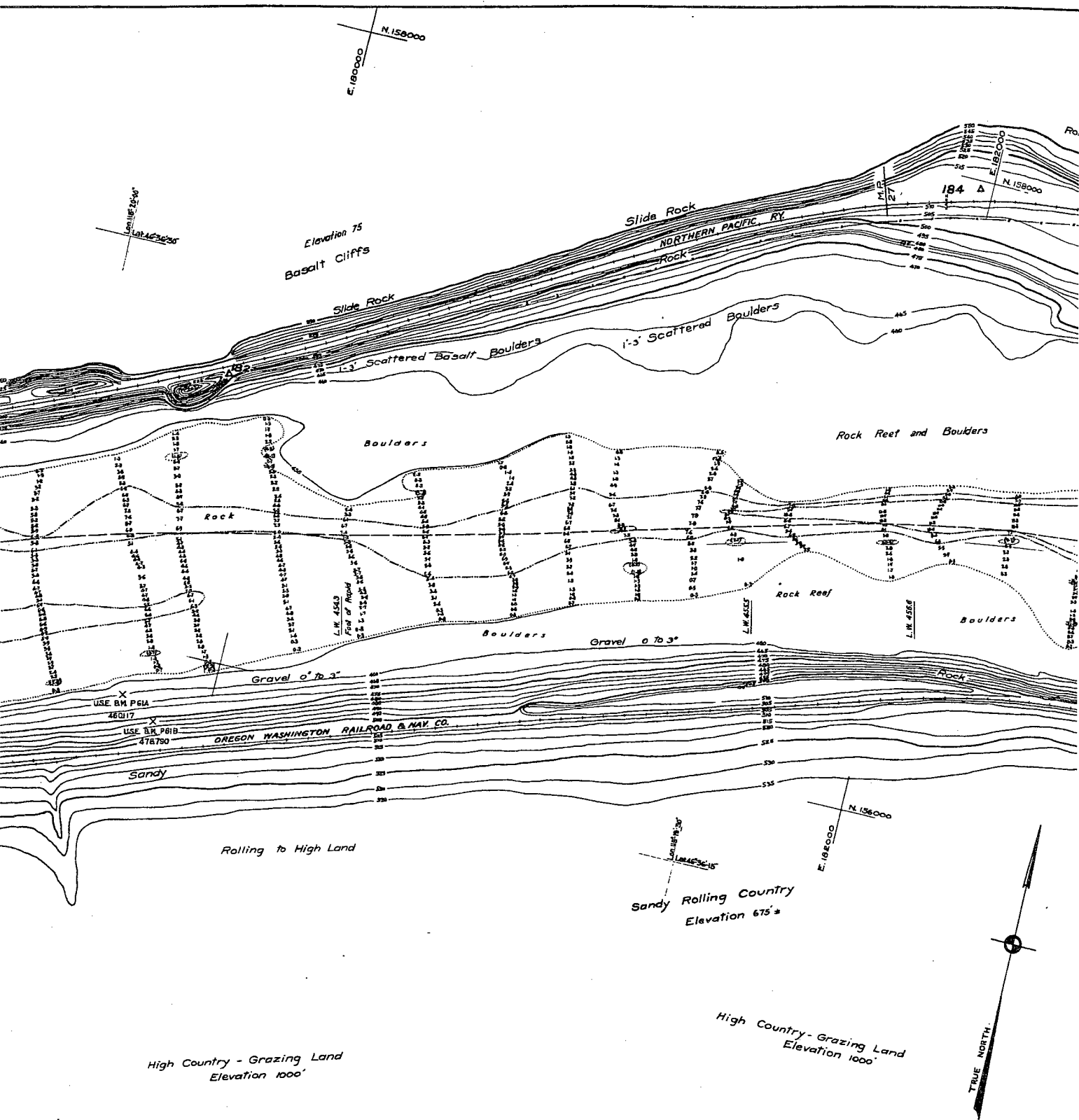
 J. W. Williams
 Major, Corps of Engineers

Drawn by G.B.F. J.G.B.

Transmitted with report dated June 10, 1935.

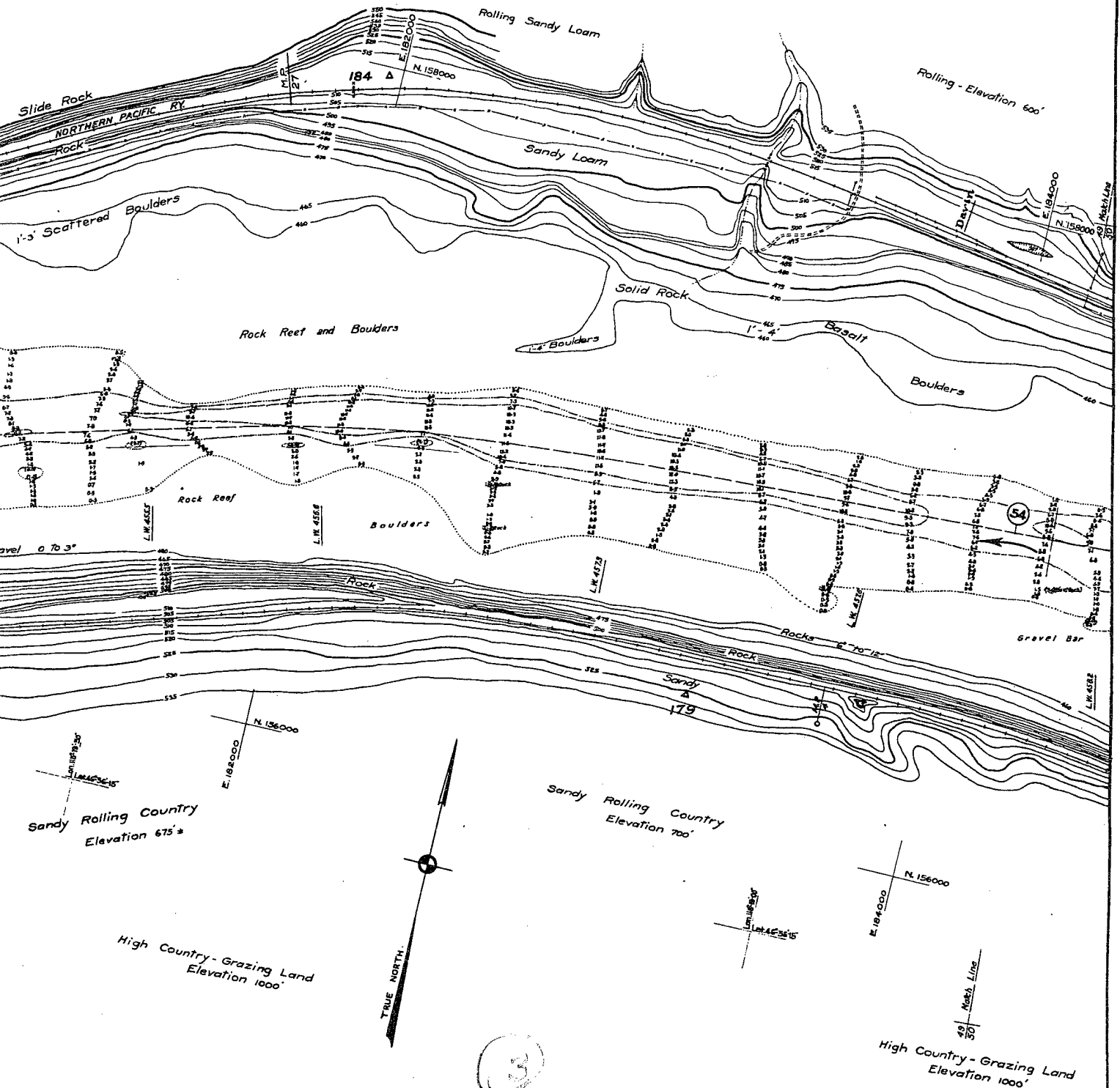
 SN-1-4/49
 H-9-2/48

SN-1-12/48



A
177

NOTE:
SOUNDINGS ARE IN FEET AND TENTHS
LOW WATER PLANE: 10.0 ON U.S. WE
EL. 812.03 M.S.L.
FIGURES IN PARENTHESES THUS: (1.7)
ELEVATIONS ARE REFERRED TO MEAN 2
ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
5 FOOT DEPTH CURVE SHOWN THUS:
5 FOOT DEPTH CURVE SHOWN THUS:
CENTER LINE OF PROPOSED CHANNEL 5
DISTANCE IN MILES FROM MOUTH OF R.
PROPOSED CHANNEL SHOWN THUS: (



NOTE.

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL U.S.C. & G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

9 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (53)

SN-1-4/50
H-9-2/49

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 54 SHEETS

SCALE 1:2,000

SHEET NO. 49

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Allen L. Darr
Associate Engineer

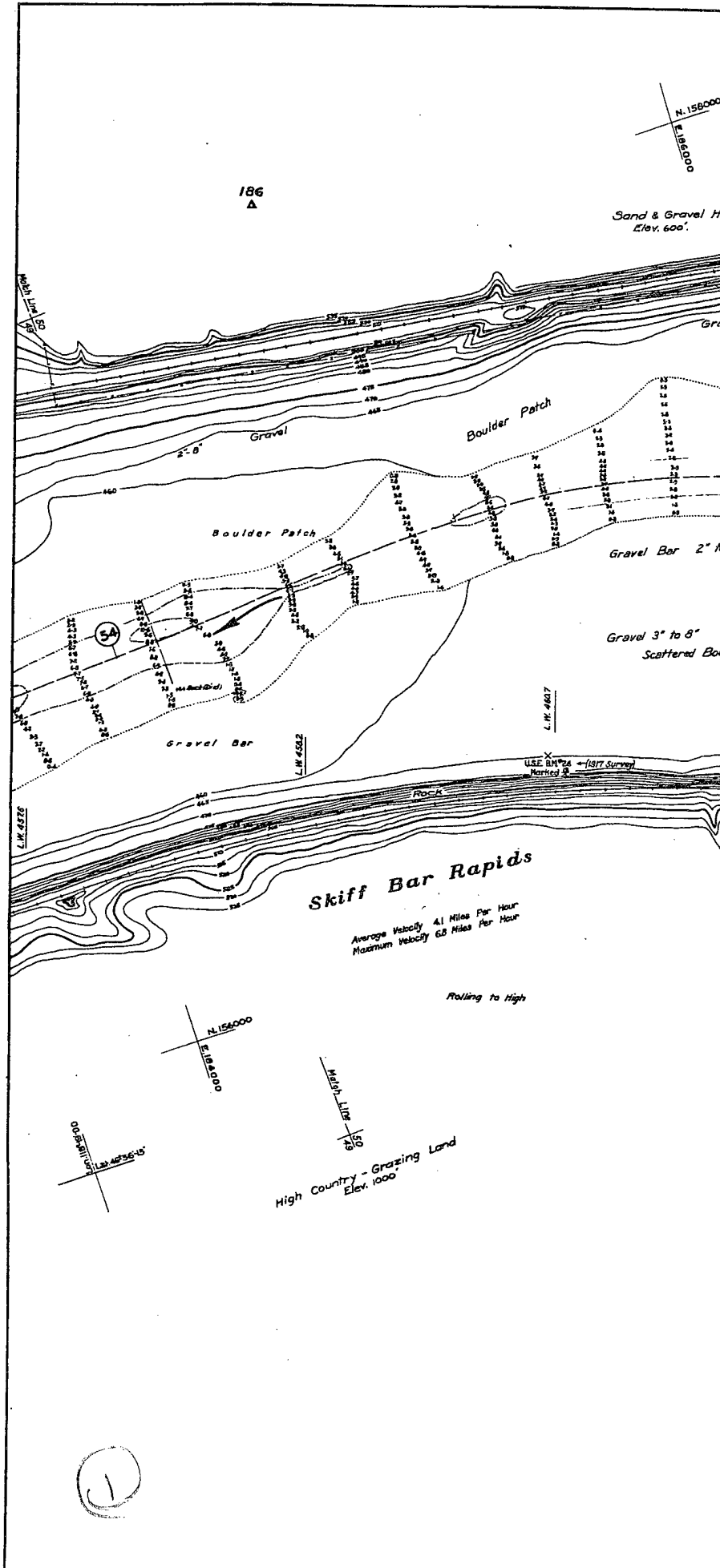
Approved:

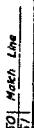
W. J. Williams
Major, Corps of Engineers

Drawn by O.S. R.E.Y.

Transmitted with report dated June 10, 1935.

SN-1-12/49





SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (C) ON U.S. WEATHER BUREAU GAGE AT RIPARAN,
EL. 812.05 M.S.L.)
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL: (U.S.C.&G.S. DATUM 1929
ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
0 FOOT DEPTH CURVE SHOWN THUS: _____
0 FOOT DEPTH CURVE SHOWN THUS: _____
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
PROPOSED CHANNEL SHOWN THUS: (5.5)

**SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT**

SHEET NO. 50

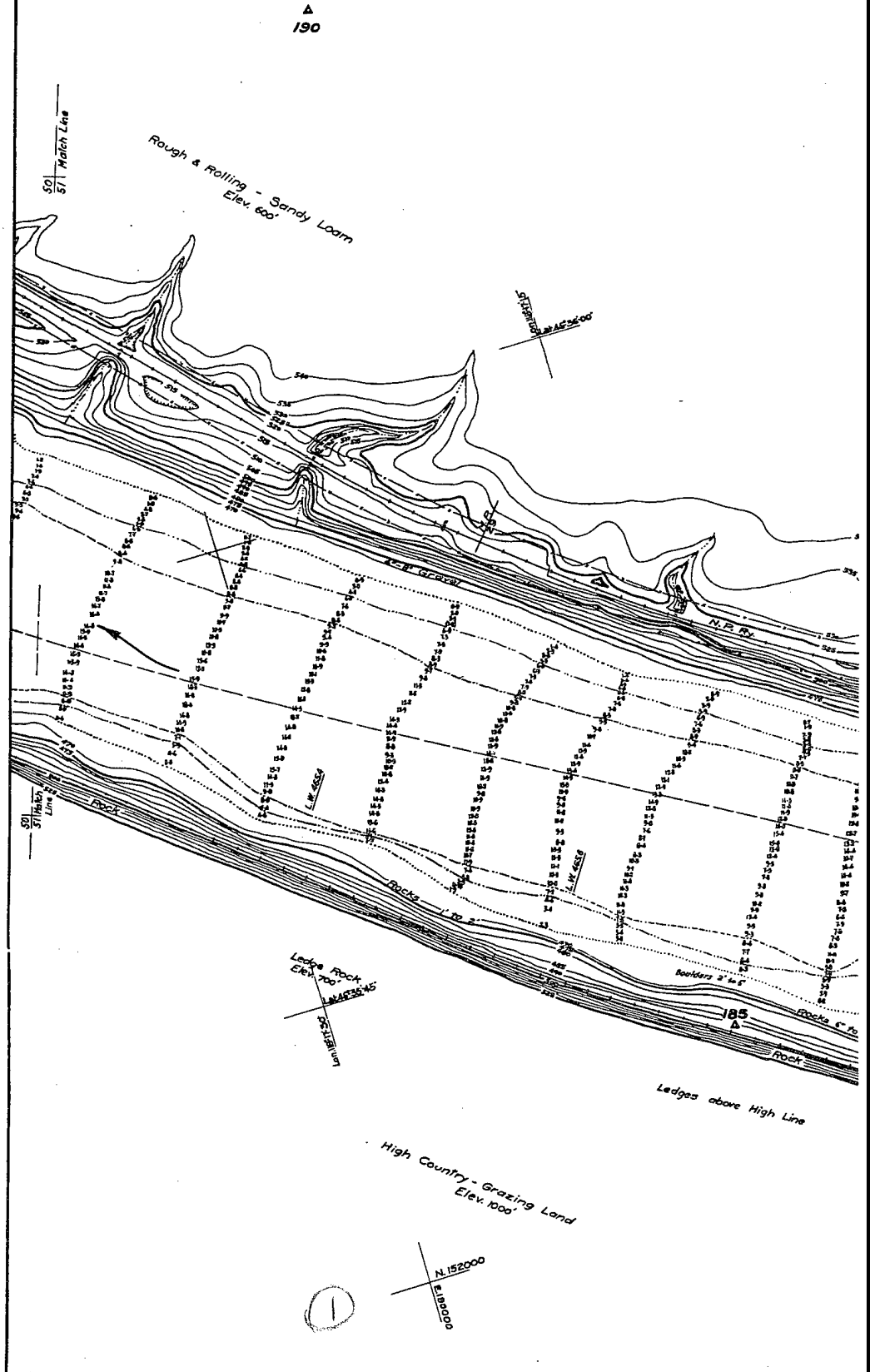
1934.

ADDITIONAL INFORMATION

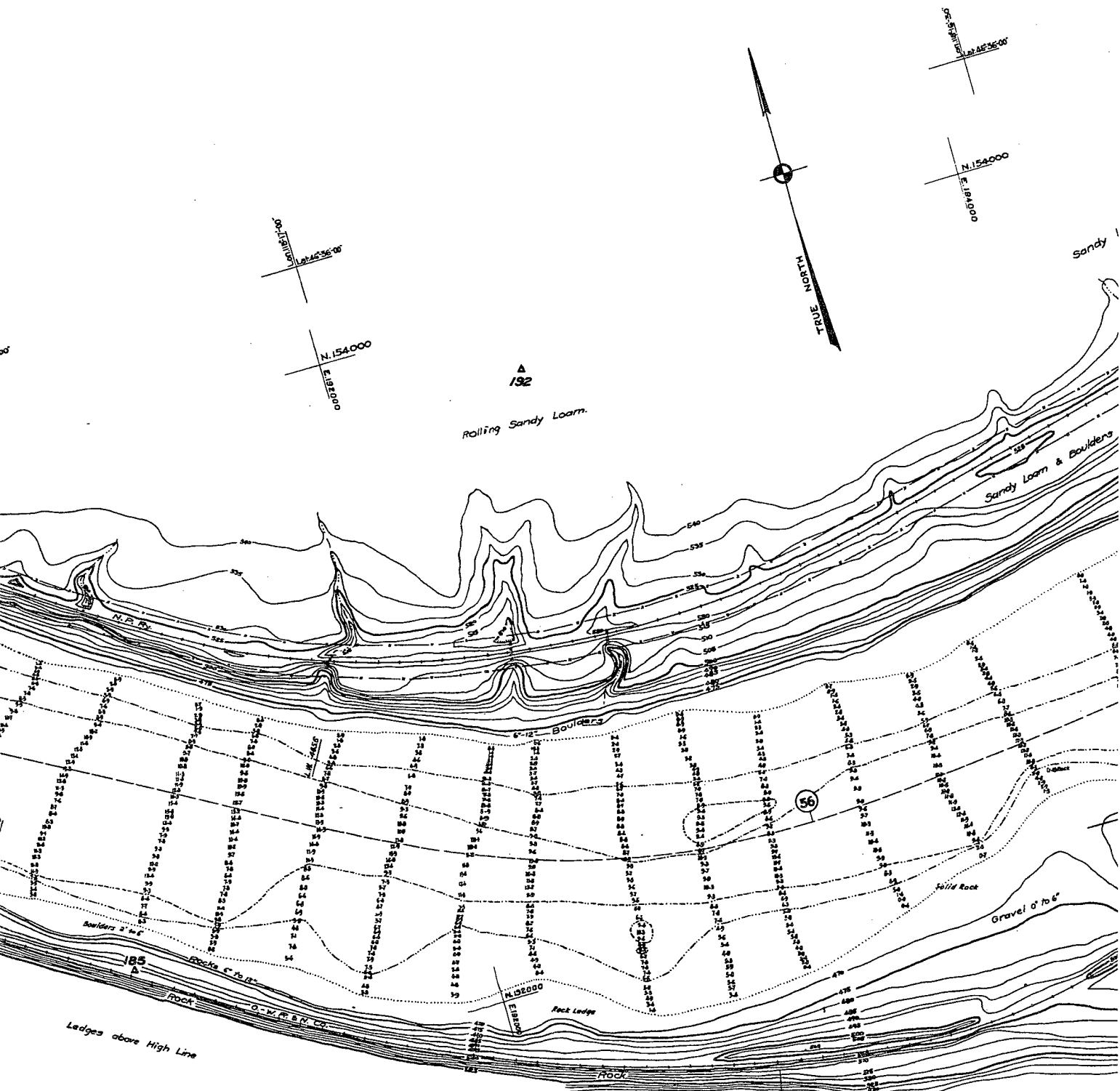
Approved: 
Major, Corps of Engineers

Transmitted with report dated June 10, 1935.

SN-1-12/50



Basalt Cliffs
Elev. 800'



Ledges

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 612.06 M.S.L.) FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.O.G.S. DATUM 1928 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

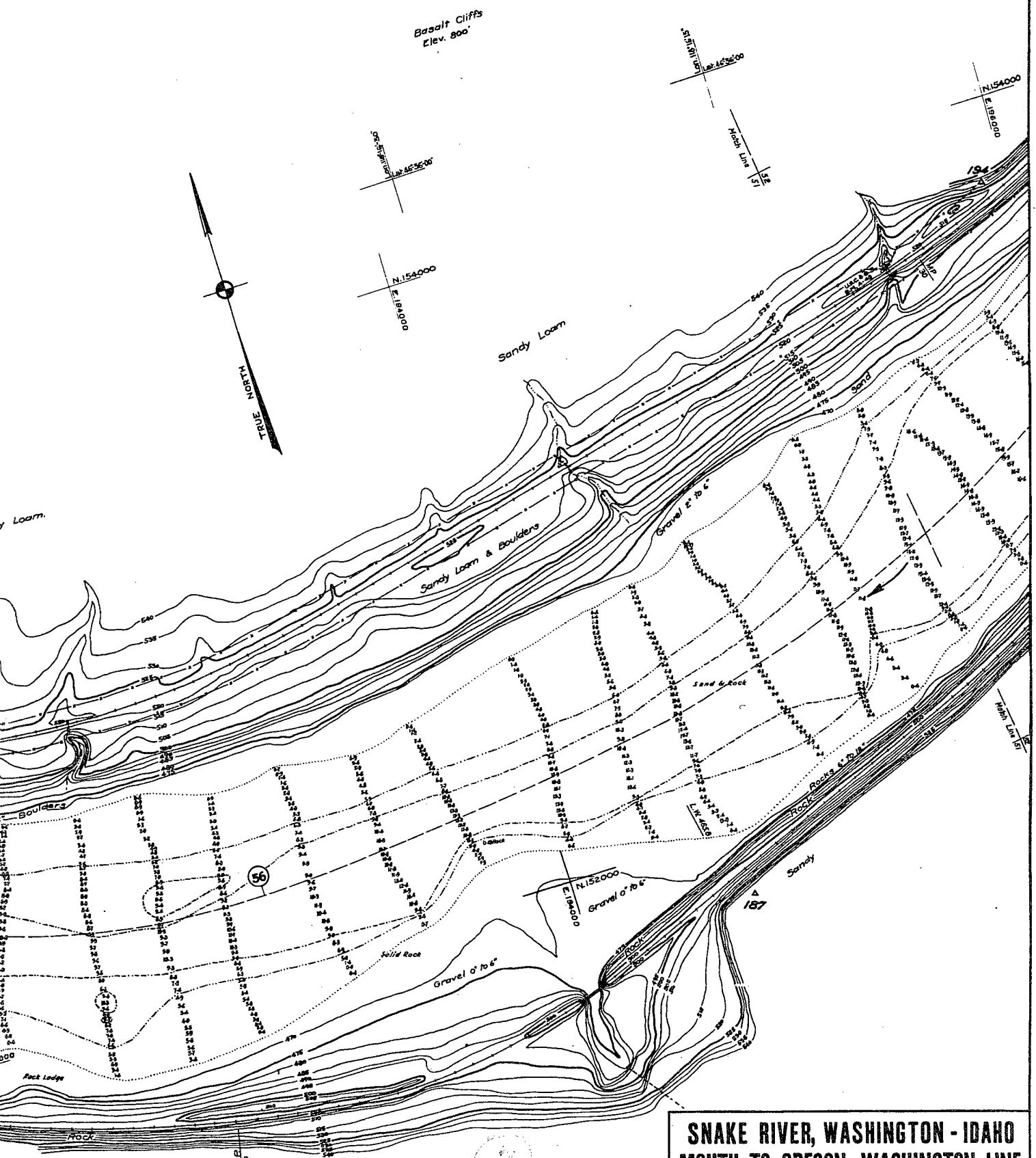
5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (56)

Grazing Land
Elev. 1000'

Rolling to High Land



FOOT DEPTHS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED
WATER PLANE: 100 ON U.S. WEATHER BUREAU GAGE AT RIPARIA,
512.05 M.S.L.)
CURVES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & S. DATUM 1929
ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

FOOT DEPTH CURVE SHOWN THUS: ————

FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF

PROPOSED CHANNEL SHOWN THUS: (56)

Rolling to High Land

SN-1-4/52
H-9-2/51

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN154SHEETS

SCALE 1:2,000

SHEET NO. 51

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

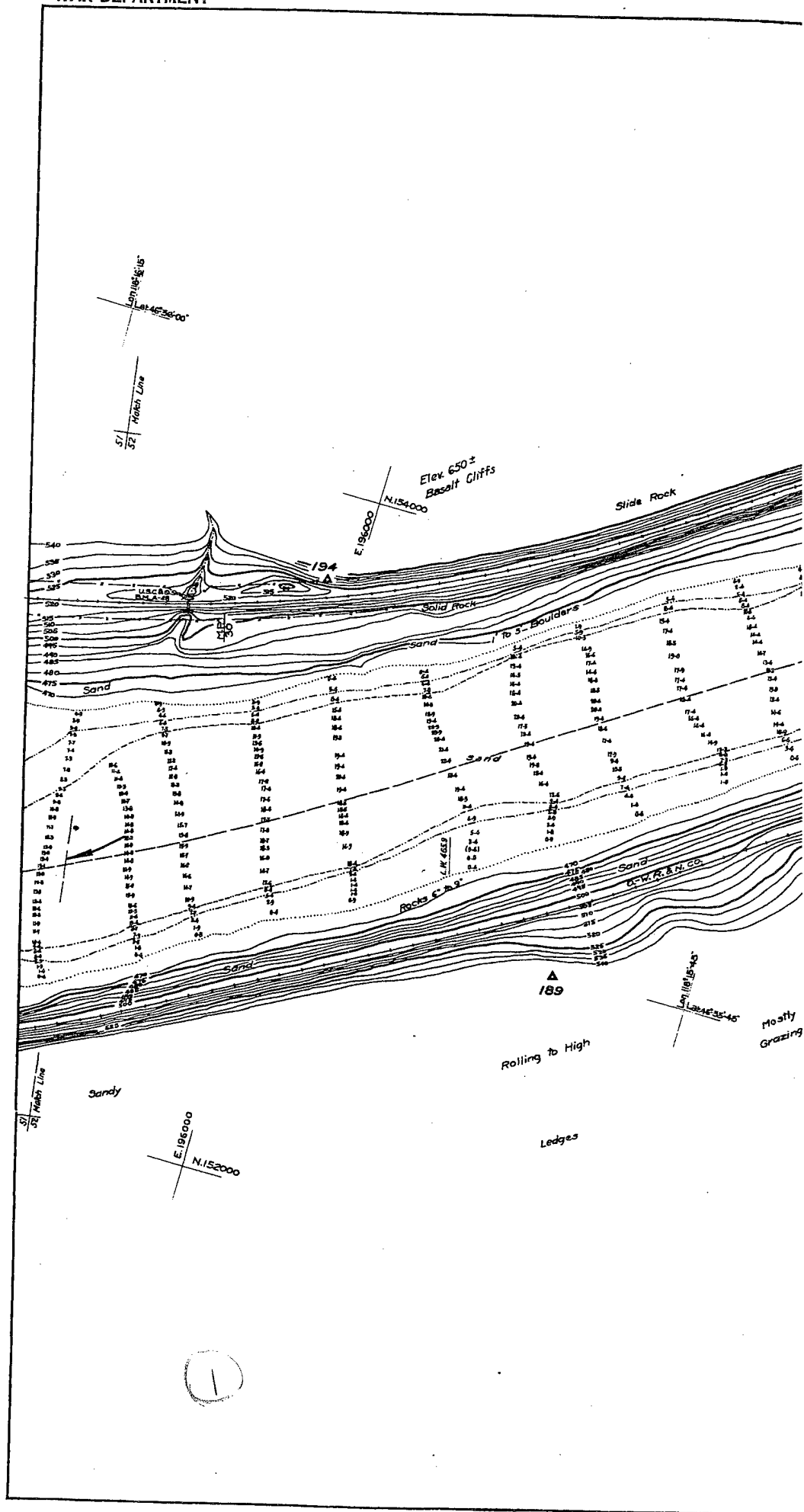
Allen L. Darr
Associate Engineer

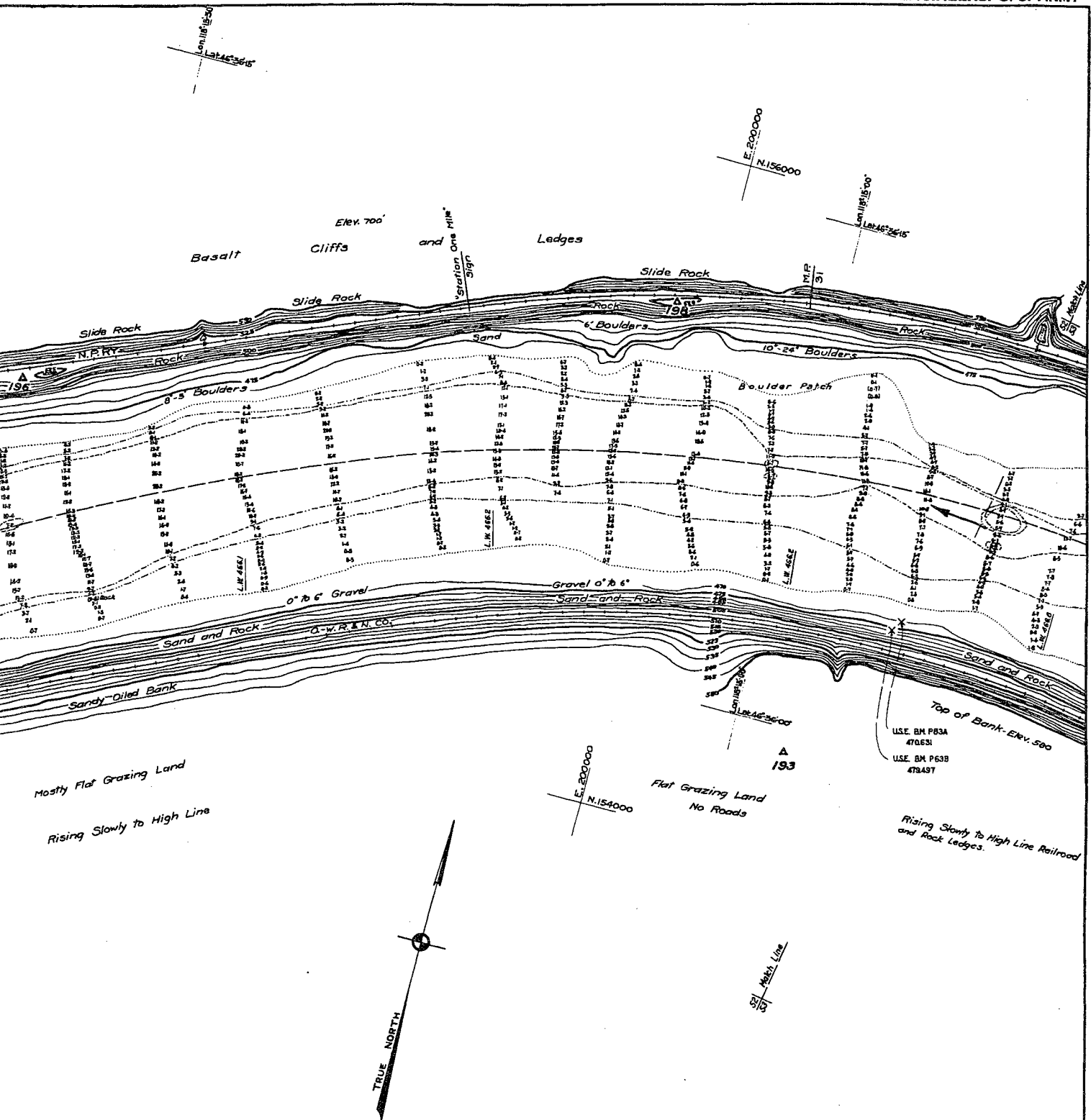
W. H. Williams
Major, Corps of Engineers

Drawn by O.S. R.G.Y.

Transmitted with report dated June 10, 1935.

SN-1-12/51





NOTE.

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.03 M. S. L. I.

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

0 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (57)

SN-1-4/53
H- 9-2/52

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 52

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Approved:

Allen L. Barr
Associate Engineer

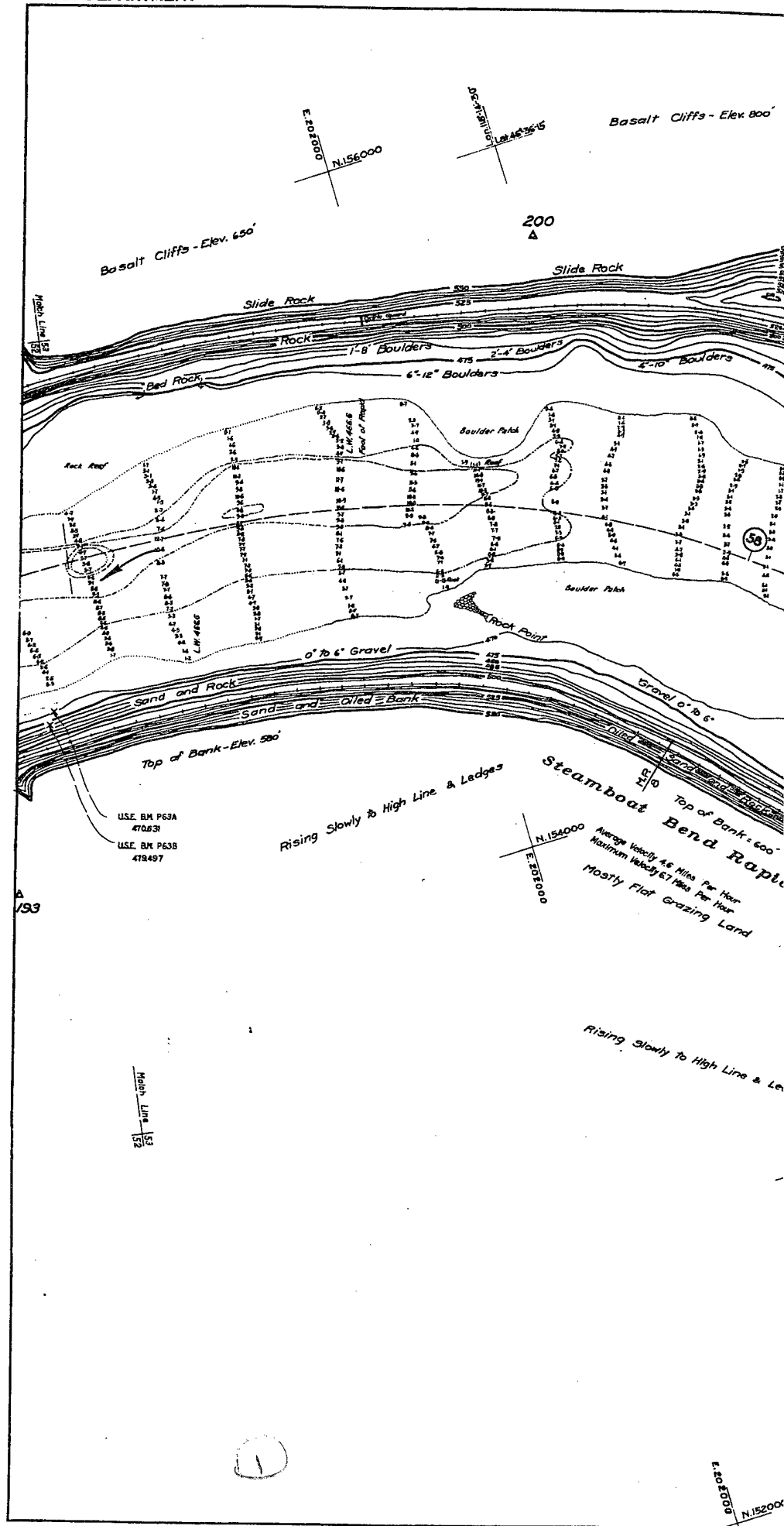
W. H. Williams
Major, Corps of Engineers

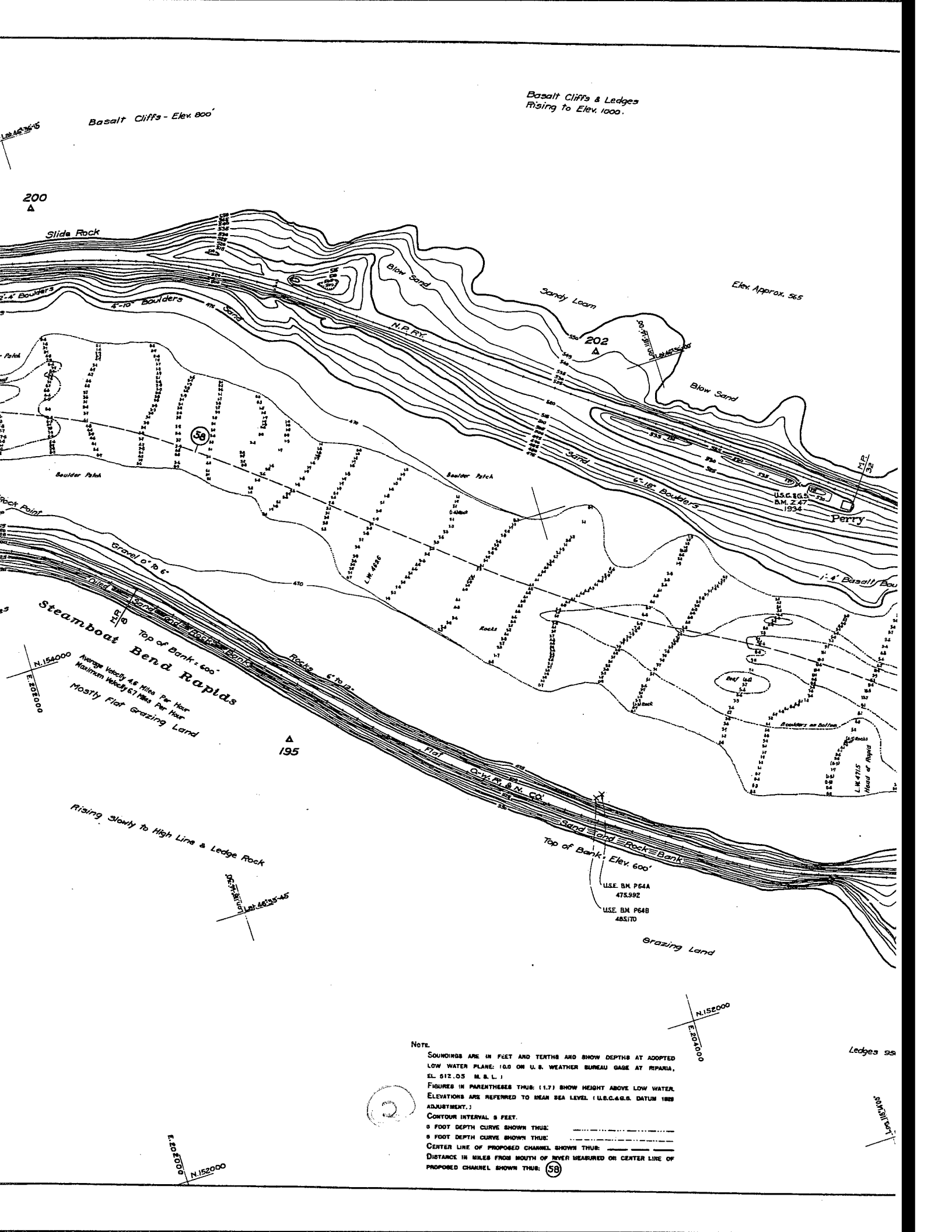
Drawn by O.S. R.G.Y.

Transmitted with report dated June 10, 1935.

SN-1-12/52

WAR DEPARTMENT





Basalt Cliffs & Ledges
Rising to Elev. 1000.

Basalt Cliffs - Elev. 800'

Elev. Approx. 565

200
▲

Slide Rock

Blow Sand

Sandy Loam

N.P. R.R.

202
▲

Blow Sand

Perry

Rock Point

Boulder Patch

Boulder Patch

Gravel 0' to 6'

Steamboat Bend Rapids
Top of Bank: 600'
Average Velocity 4.6 Miles Per Hour
Maximum Velocity 6.1 Miles Per Hour
Mostly Flat Grazing Land

195
▲

Rising slowly to High Line & Ledge Rock

Top of Bank: Elev. 600'

USE B.M. P64A
475.992

USE B.M. P64B
485.170

Grazing Land

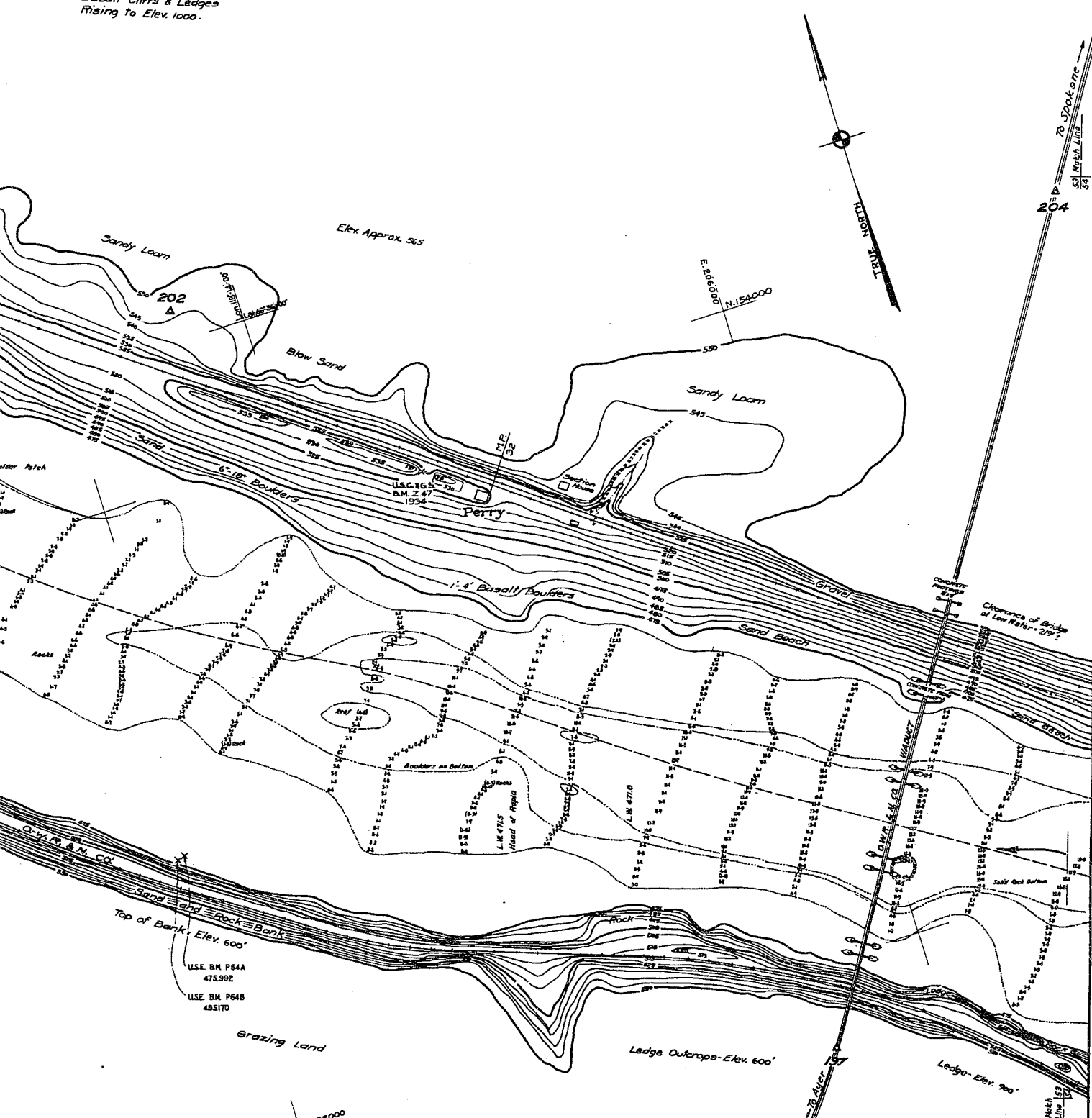
NOTE

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT REPUBLIC, EL. 512.05 M.S.L.
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1985 ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
0 FOOT DEPTH CURVE SHOWN THUS: _____
5 FOOT DEPTH CURVE SHOWN THUS: _____
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (58)

Ledges 95

South Bend

Basalt Cliffs & Ledges
Rising to Elev. 1000.



HEIGHTS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED
WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RUPARIA,
2.05 M.S.L.
HEIGHTS IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
DEPTHS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929
MEAN).
HORIZONTAL INTERVAL: 8 FEET.
DEPTH CURVE SHOWN THUS: ————
DEPTH CURVE SHOWN THUS: ————
LINE OF PROPOSED CHANNEL SHOWN THUS: ————
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
PROPOSED CHANNEL SHOWN THUS: (58)

SN-1-4/54
H-9-2/53

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 154 SHEETS SCALE 1:20,000 SHEET NO. 53

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr Approved: Ed. Williams

Associate Engineer

Major, Corps of Engineers

Drawn by O.S. R.E.Y.

Transmitted with report dated June 10, 1935.

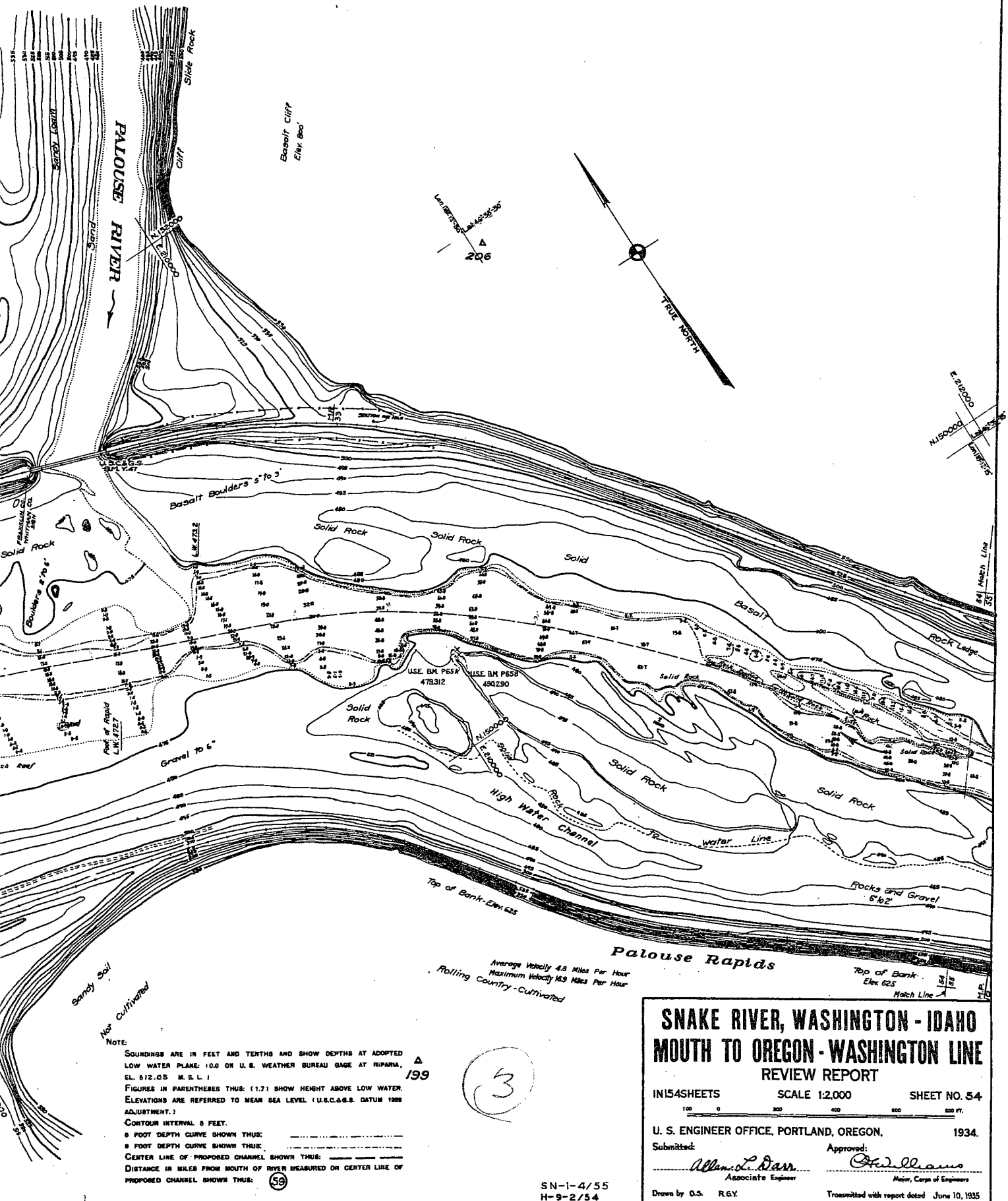
SN-1-12/53



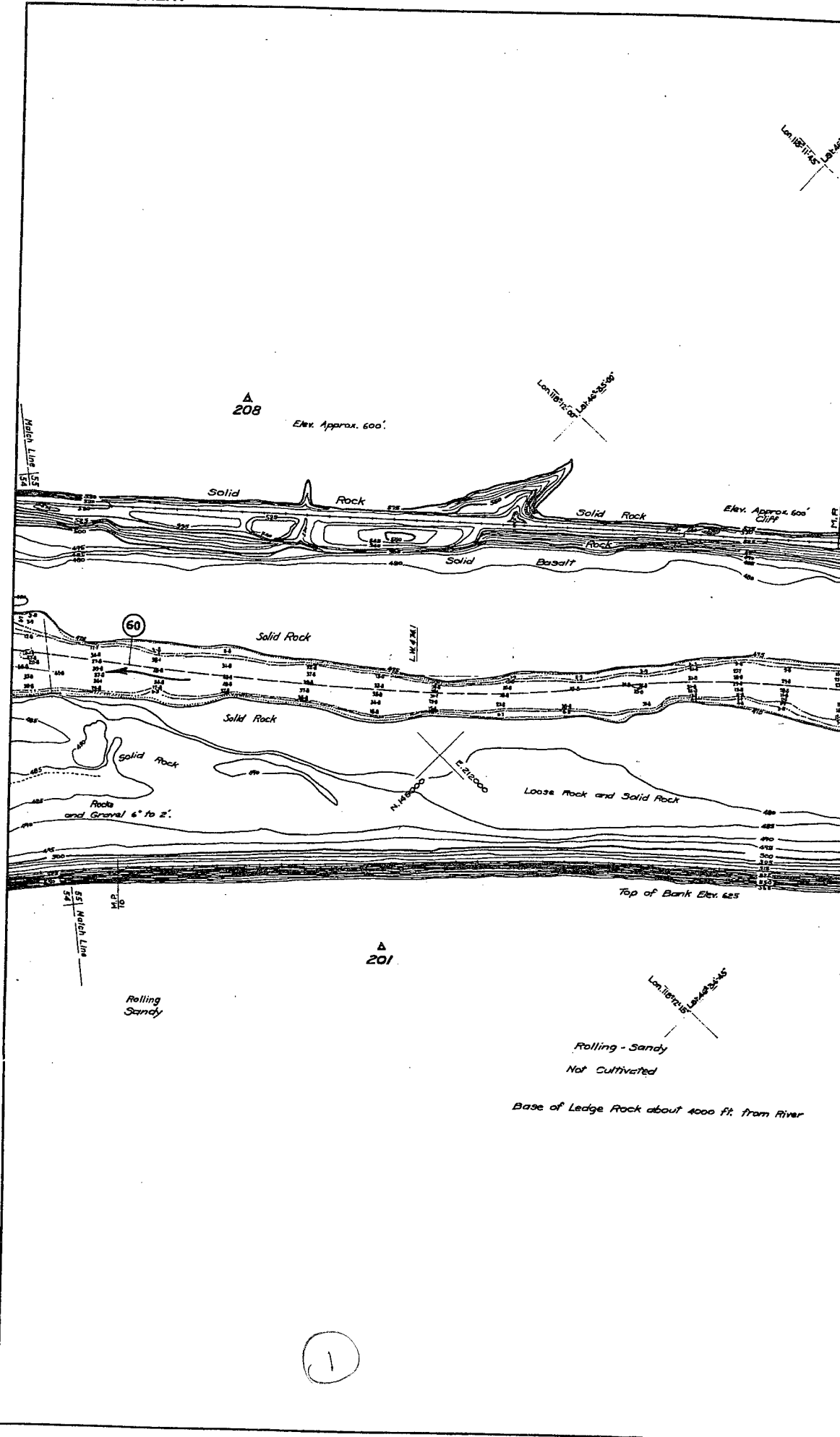


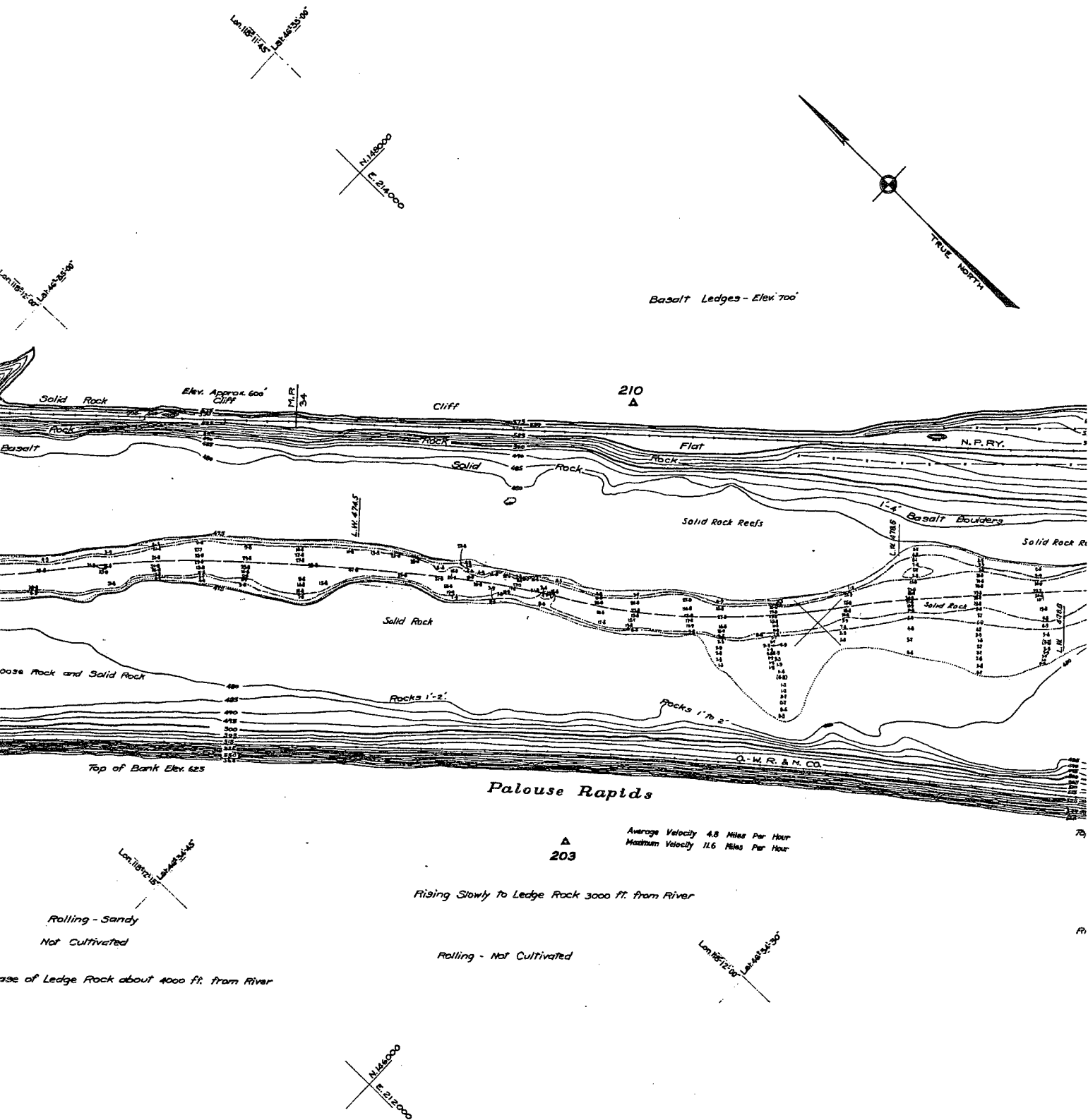
NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED
 LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA,
 EL. 512.05 M.S.L.
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
 PROPOSED CHANNEL SHOWN THUS: (59)

Δ
 199

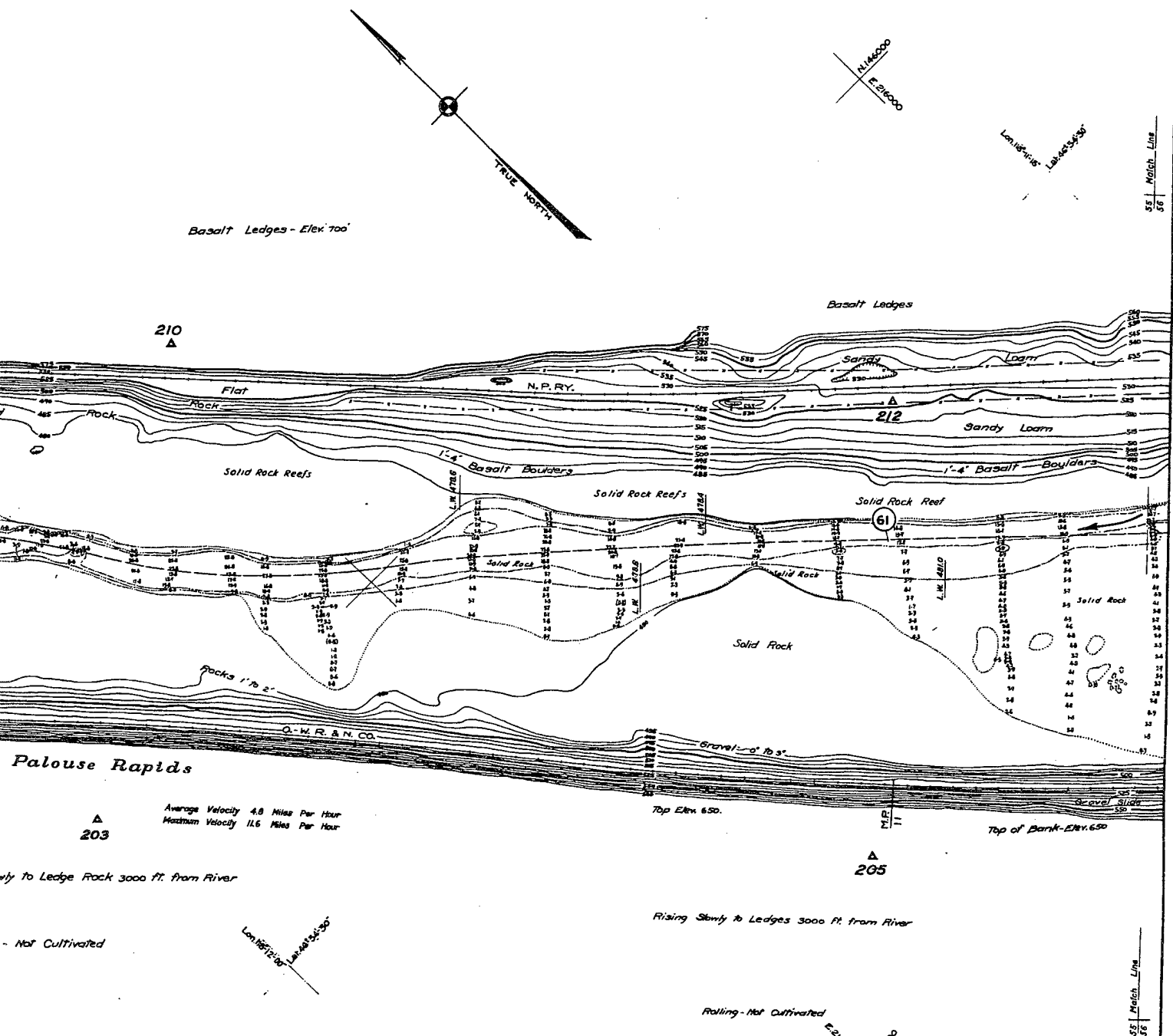


SN-I-12/54





NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT AD
 LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RI
 EL. 512.05 M. S. L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW W
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.A.S. DATUM
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 8 FOOT DEPTH CURVE SHOWN THUS: ————
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LI
 PROPOSED CHANNEL SHOWN THUS: (61)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE, 100 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

5 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (51)

SN-1-4/56
H-9-2/55

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 55

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934

Submitted:

Allen L. Darr
Associate Engineer

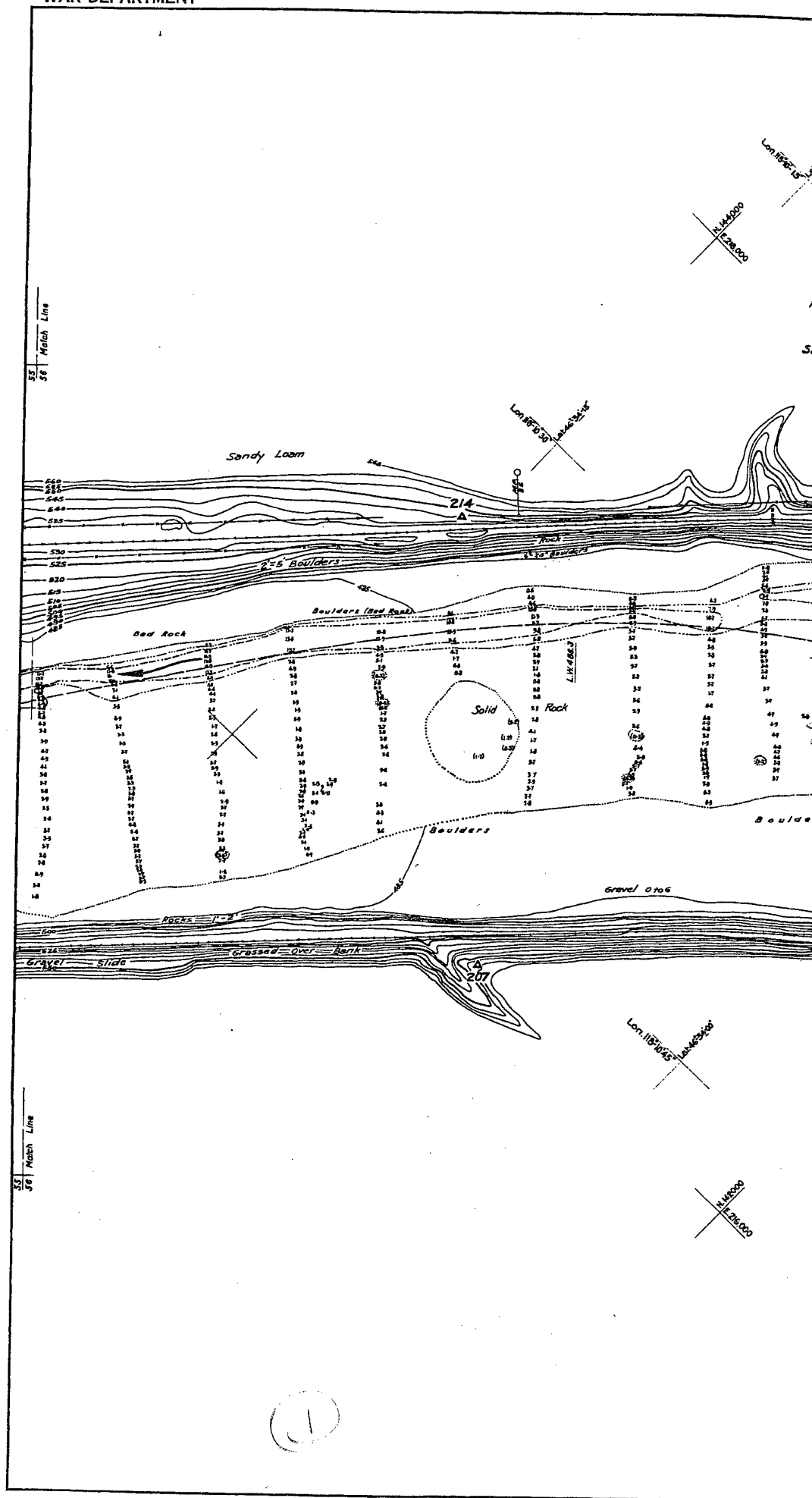
Approved:

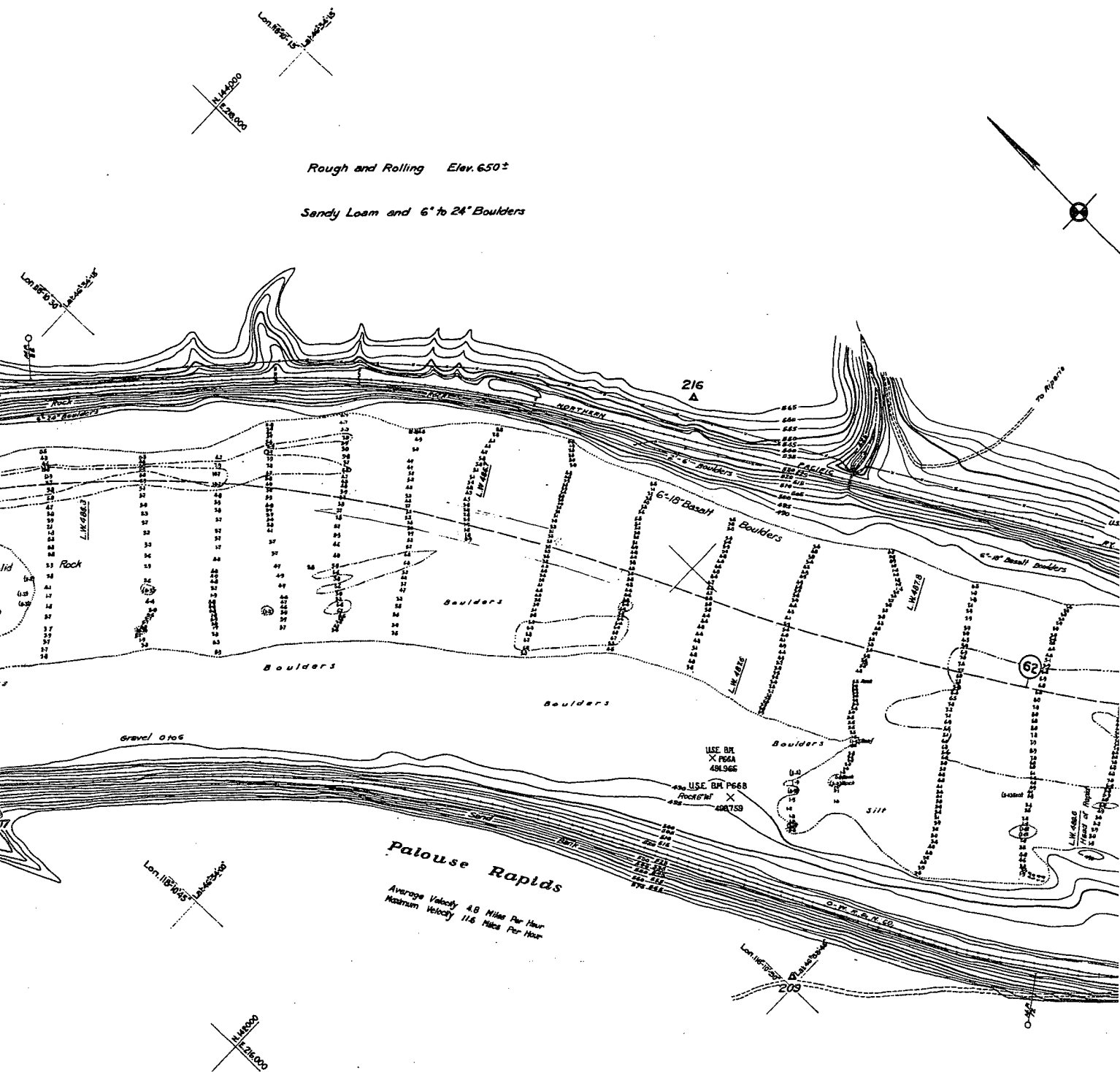
William
Major, Corps of Engineers

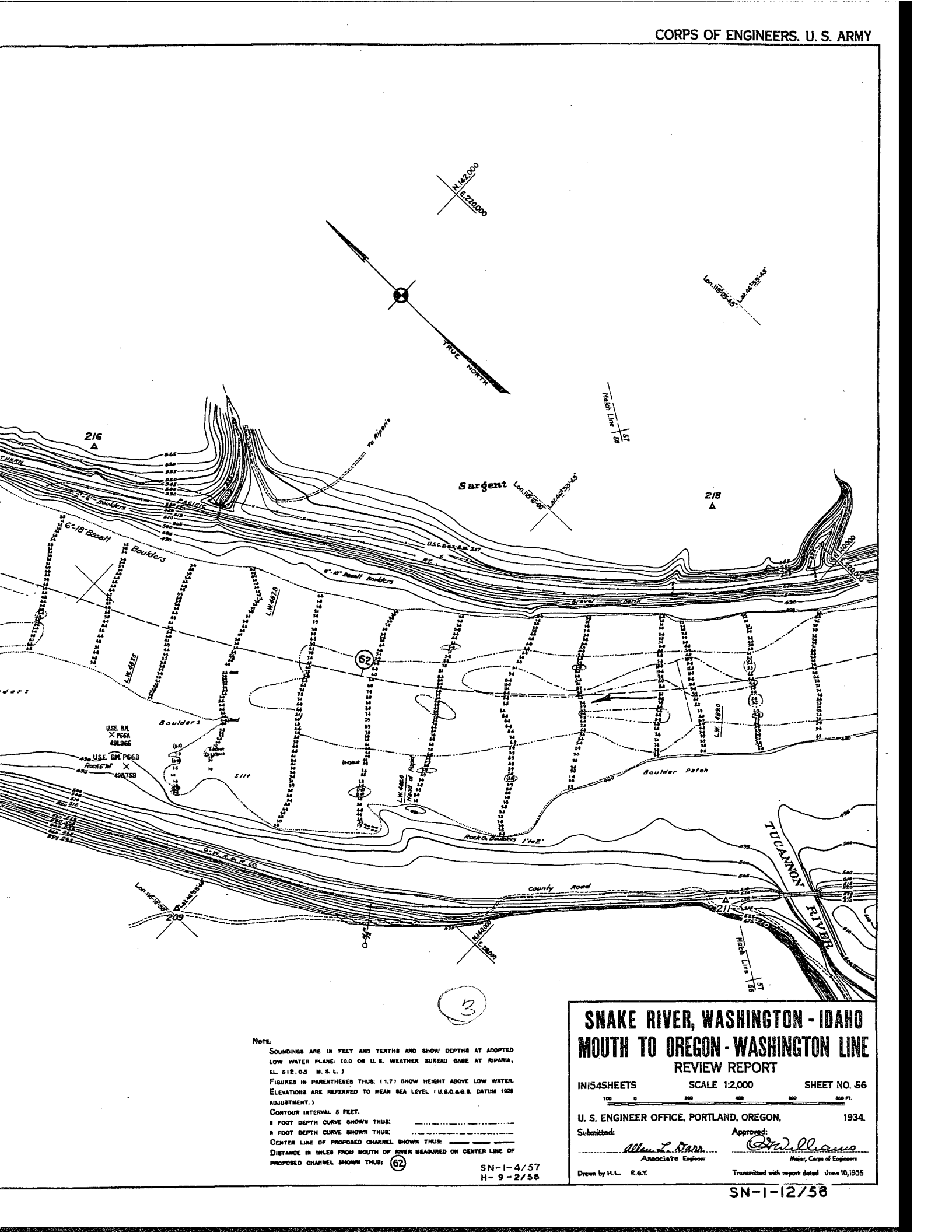
Drawn by O.S. R.G.Y.

Transmitted with report dated June 10, 1935

SN-1-12/55







SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPED
LOW WATER PLANE. 10.0 ON U.S. WEATHER BUREAU GAGE AT RAPA,
EL. 512.03 M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.A.S. DATUM 1929
ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: _____

9 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
PROPOSED CHANNEL SHOWN THUS: (62)

SN-1-12/56



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 100 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.5 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL U. S. C. & G. S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (63)

SN-1-4/58
H-9-2/57

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 57

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Approved:

Allen L. Darr
Associate Engineer

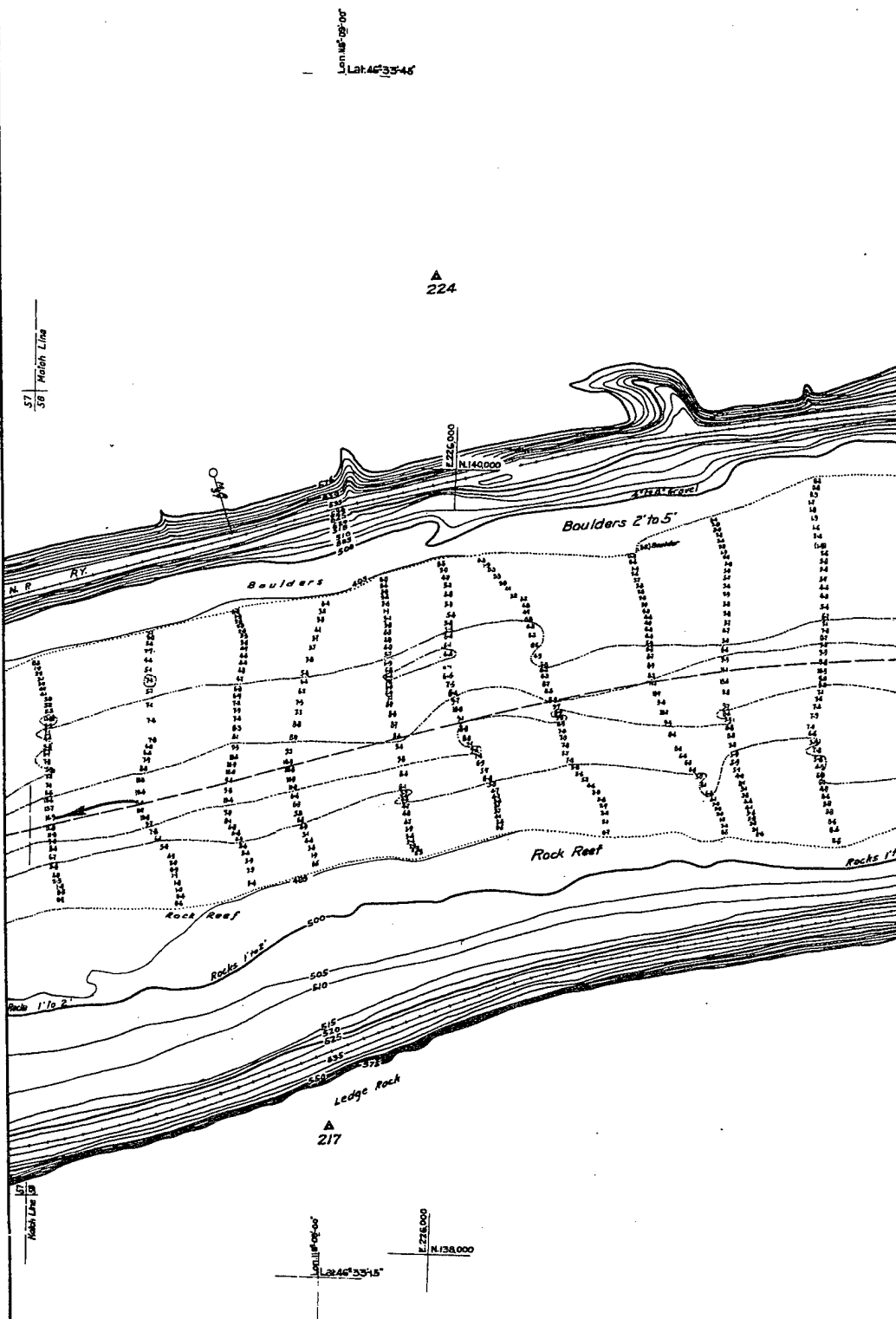
Stullman
Major, Corps of Engineers

Drawn by H.L. R.E.Y.

Transmitted with report dated June 10, 1935

SN-1-12/57

WAR DEPARTMENT



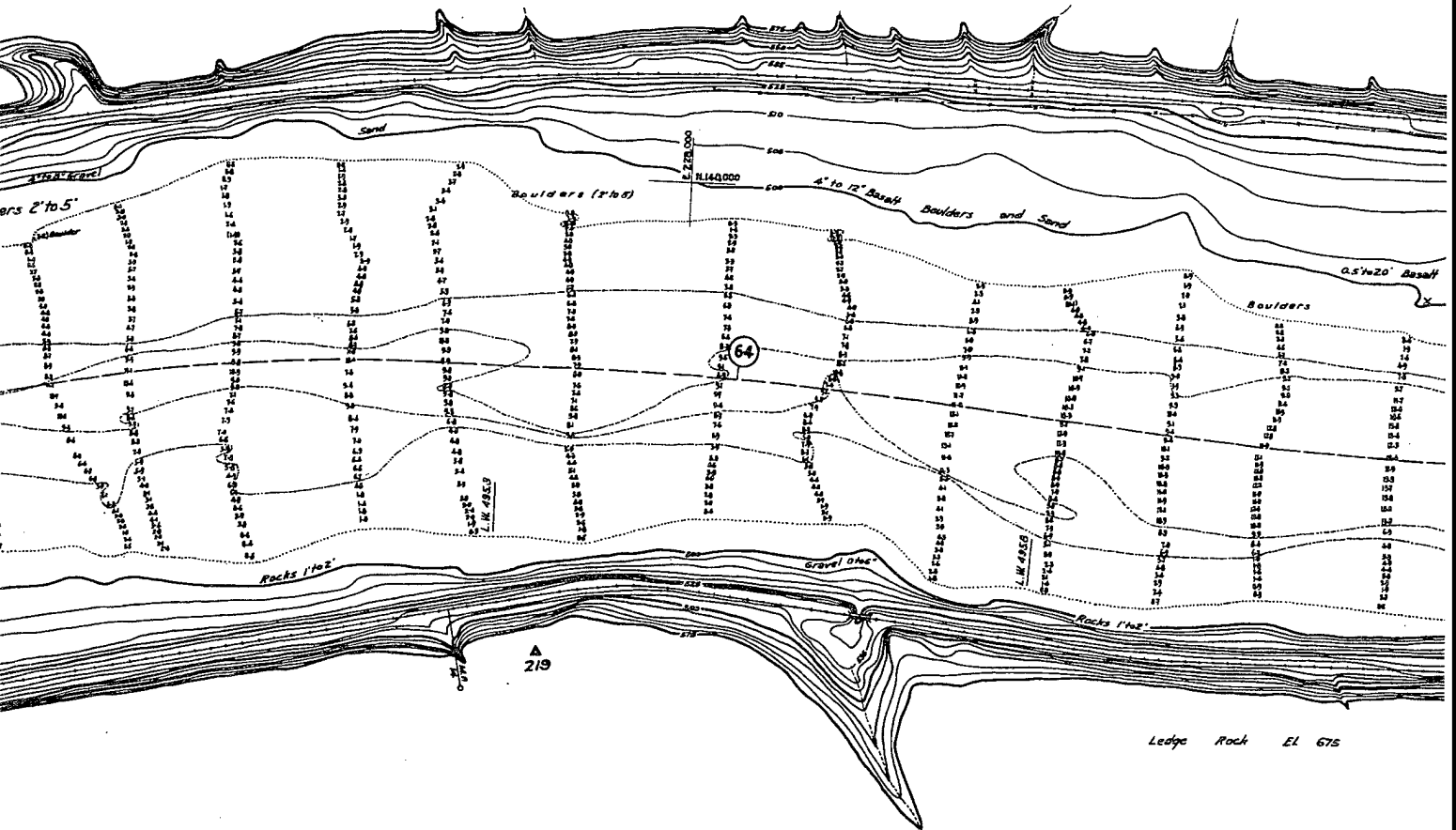
High Country Grazing Land El. 1000

Lon. 118° 05' 30"
Lat. 46° 35' 45"

Grazing Land El. 700

▲
226

Gravelly Loam



▲
219

Ledge Rock El. 675

High Country Graze Land El. 1000

Lon. 118° 05' 30"
Lat. 46° 35' 45"
E. 228,000
N. 138,000

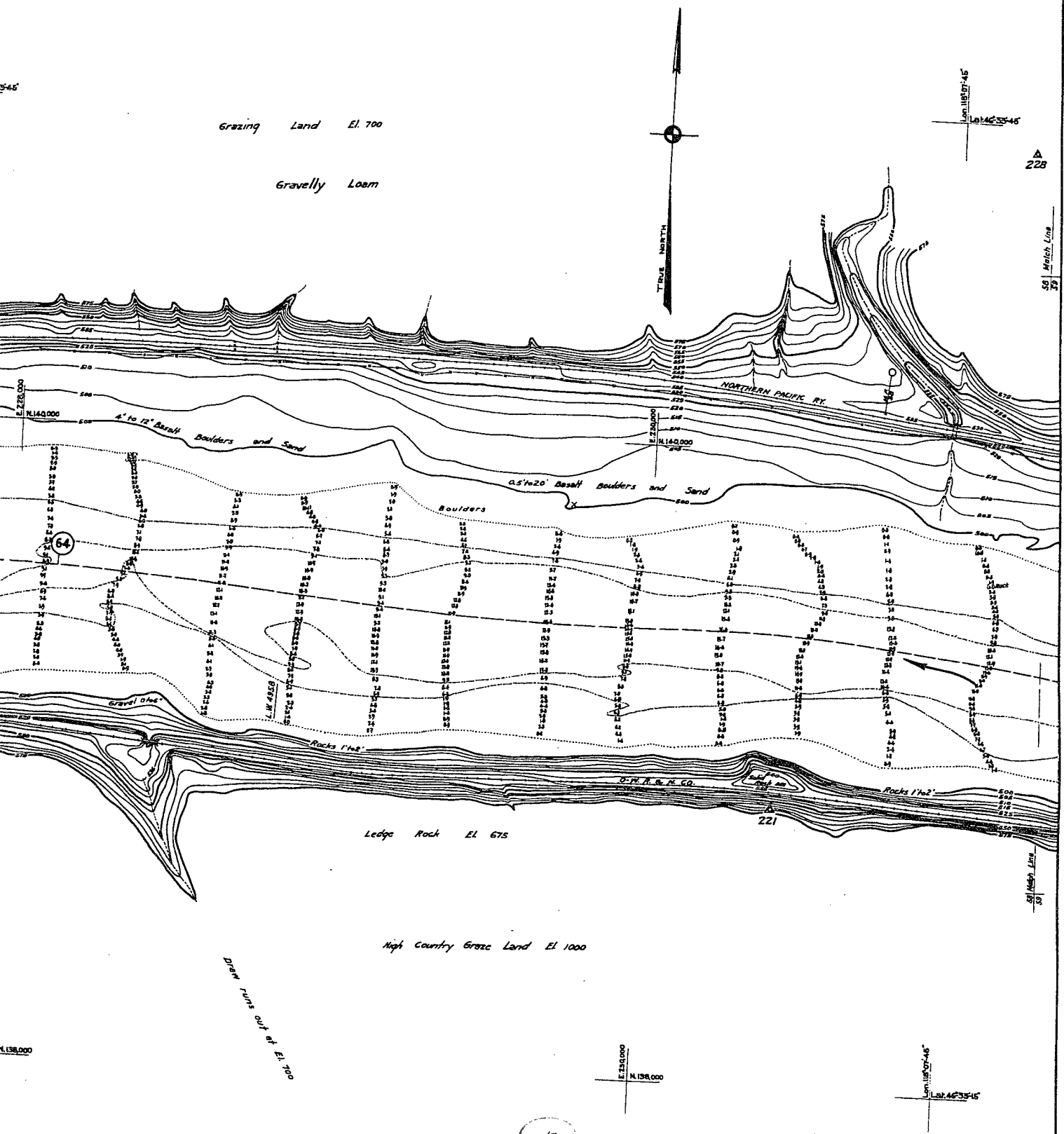
Ditch runs out at El. 700

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT LOW WATER PLANE. (0.0 ON U. S. WEATHER BUREAU GAGE AT EL. 512.05 M. S. L.)
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DAT. ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
5 FOOT DEPTH CURVE SHOWN THUS: -----
5 FOOT DEPTH CURVE SHOWN THUS: -----
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: -----
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER PROPOSED CHANNEL SHOWN THUS: (6.4)

(2)

S
H



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1989 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: _____

8 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM SOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (6.4)

SN-1-4/59
H-9-2/58

Snake River, Washington - Idaho Mouth to Oregon - Washington Line Review Report

INIS4SHEETS

SCALE 1:2,000

SHEET NO. 58

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Approved:

Allen P. Barr
Associate Engineer

William
Major, Corps of Engineers

Drawn by H.L. R.G.Y.

Transmitted with report dated June 10, 1935

SN-1-12/58

[illegible]



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M.S.L. Ledge Bench El. 700

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

9 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

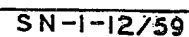
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF

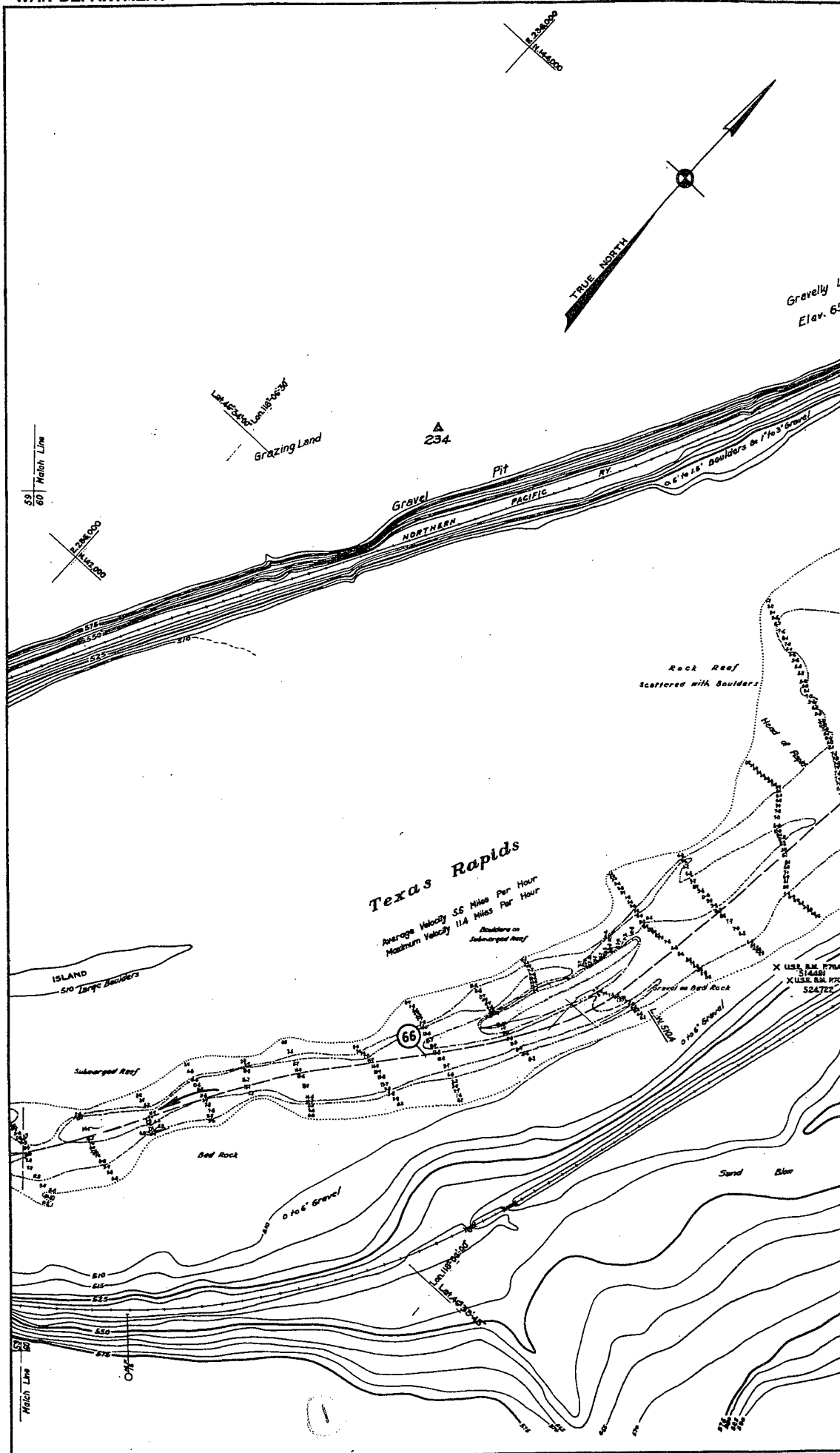
PROPOSED CHANNEL SHOWN THUS: (65)

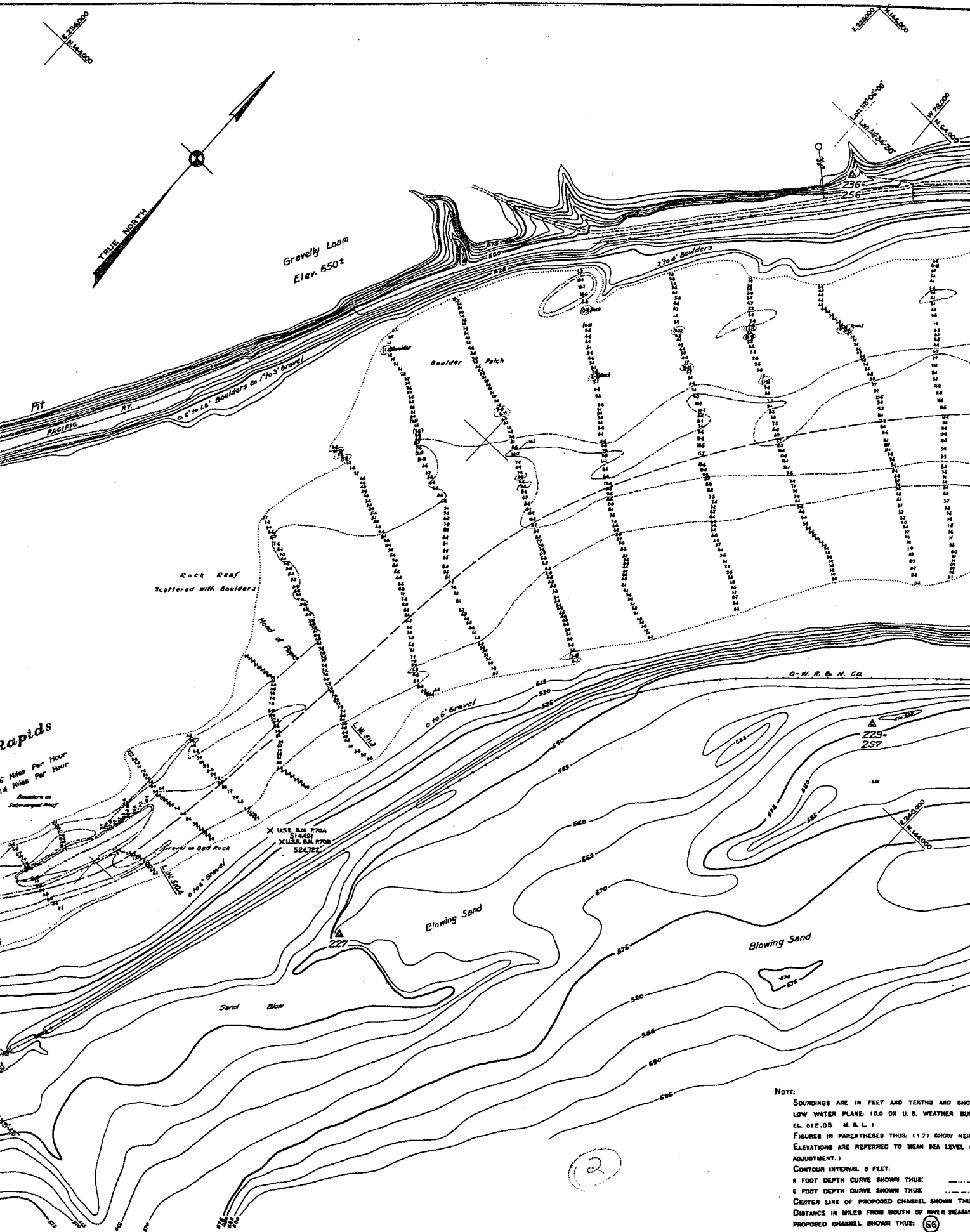
High Country not Cultivated El. 1100

Texas Rapids

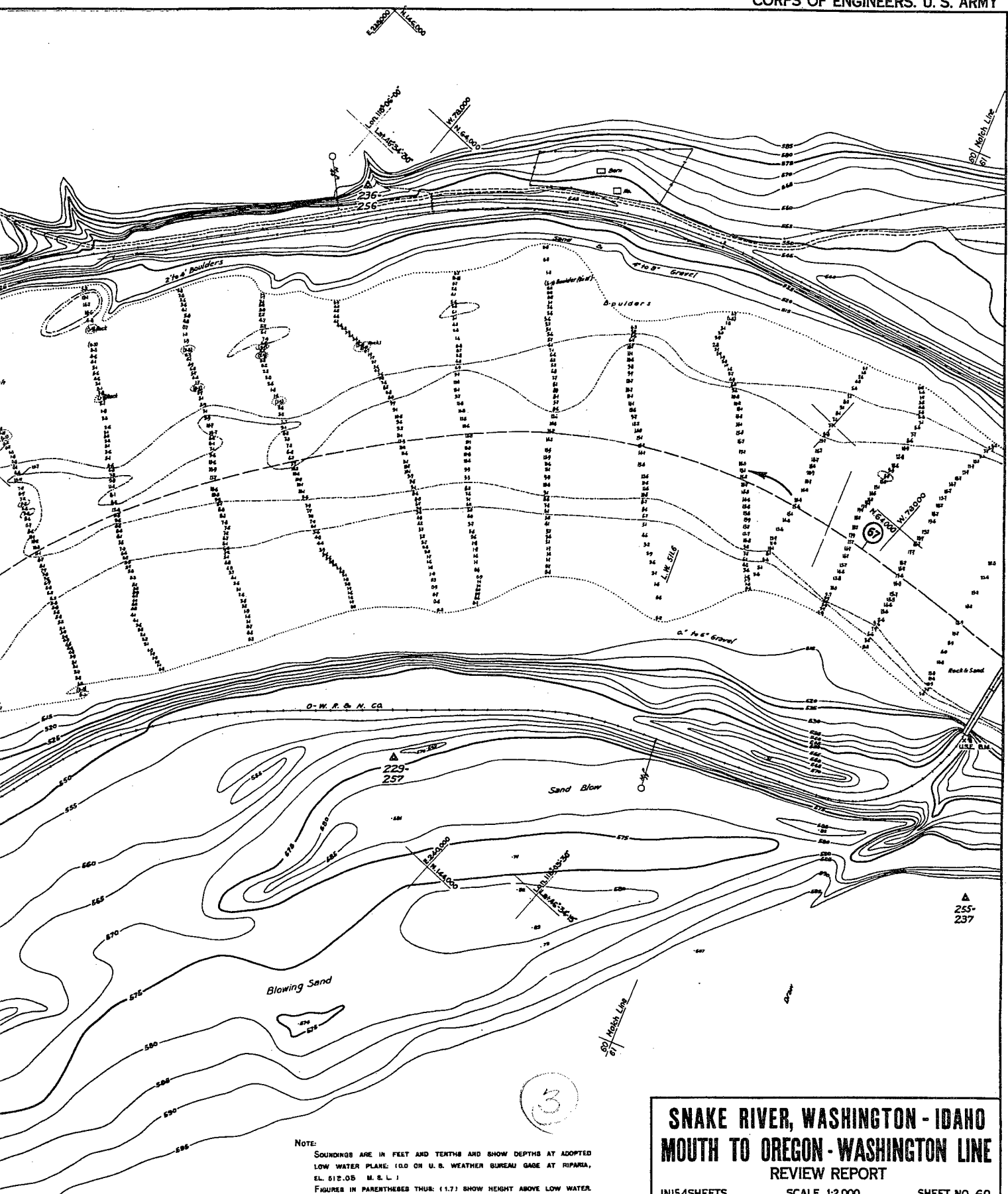
Average Velocity 5.5 Miles Per Hour
Maximum Velocity 11.4 Miles Per Hour







NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW
 LOW WATER PLANE (10.0 OR U.S. WEATHER BUREAU
 EL. 512.05 M.S.L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW MEAN
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (1
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: ---
 5 FOOT DEPTH CURVE SHOWN THUS: ---
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ---
 DISTANCE IN MILES FROM MOUTH OF RIVER BEARING
 PROPOSED CHANNEL SHOWN THUS: (56)



NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED
 LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAUGE AT RIFARIA,
 EL. 612.05 M.S.L.
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 8 FOOT DEPTH CURVE SHOWN THUS: _____
 9 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
 PROPOSED CHANNEL SHOWN THUS: (66)

SN-1-4/61
 H-9-2/60

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

INIS4SHEETS

SCALE 1:2,000

SHEET NO. 60

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Allen L. Starr
 Associate Engineer

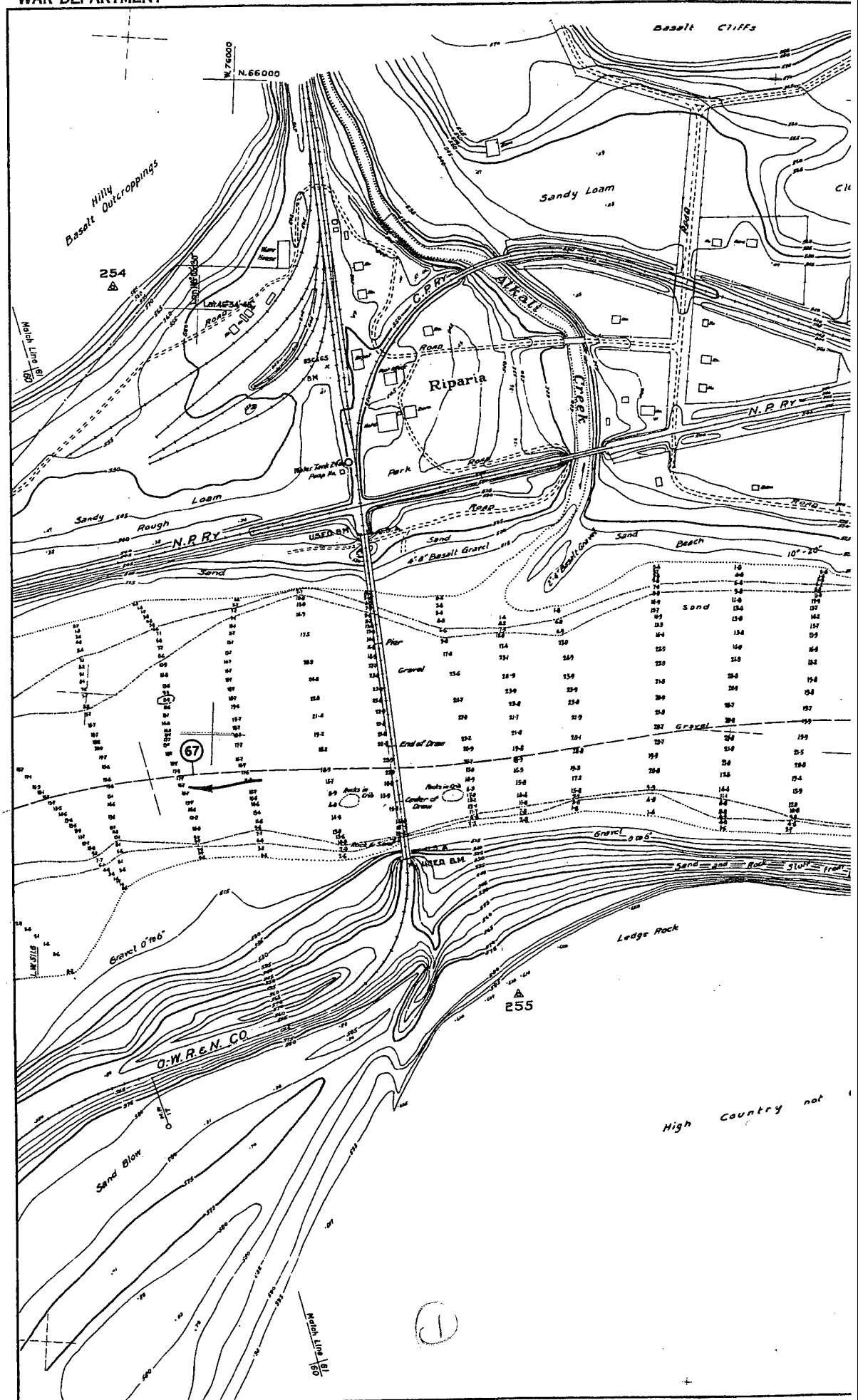
Approved:

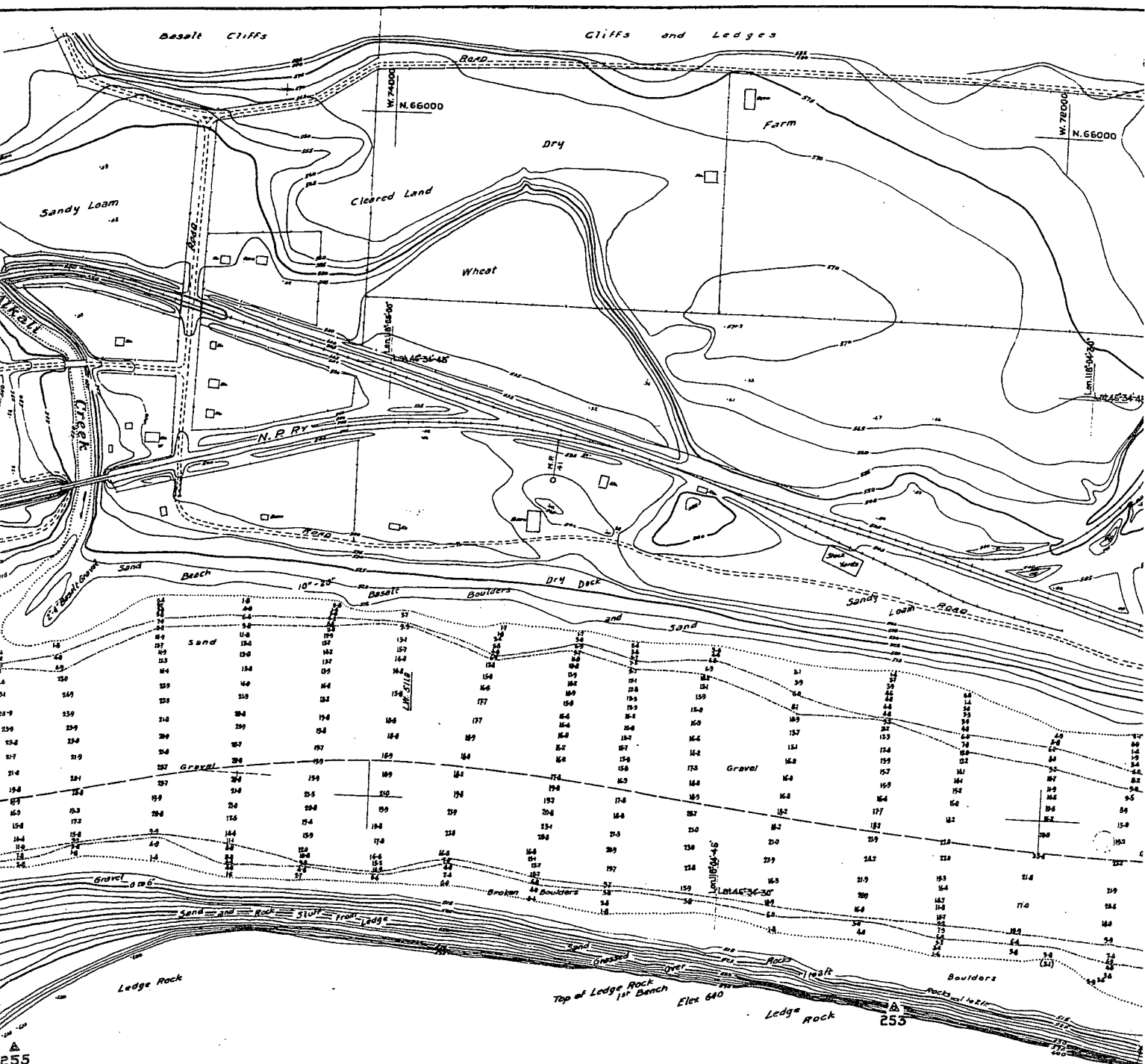
W. H. Williams
 Major, Corps of Engineers

Drawn by H.L. R.B.Y.

Transmitted with report dated June 10, 1935

SN-1-12/60





USE BM 7710
530.863

Top of Ledges - Elex 10.

High Country Grazing Land

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU EL. 11253 M. & L. 1

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (1.0 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

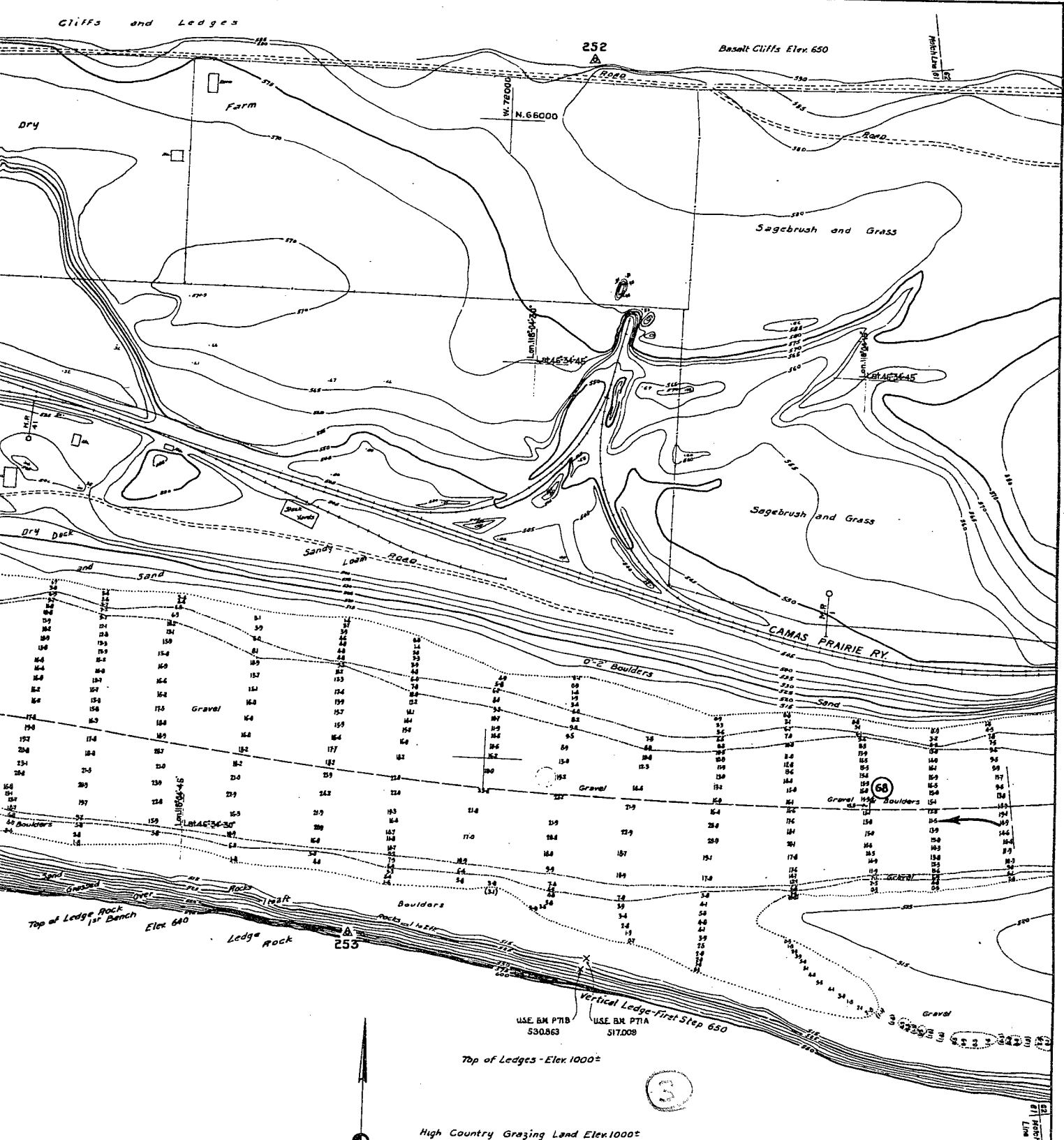
9 FOOT DEPTH CURVE SHOWN THUS: - - - - -

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM SOUTH OF RIVER MEASURE

PROPOSED CHANNEL SHOWN THUS: (60)

2



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RUPARIA, EL. 512.05 M. S. L. I.

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

5 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (68)

SN-1-4/62
H-9-2/61

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 61

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Approved:

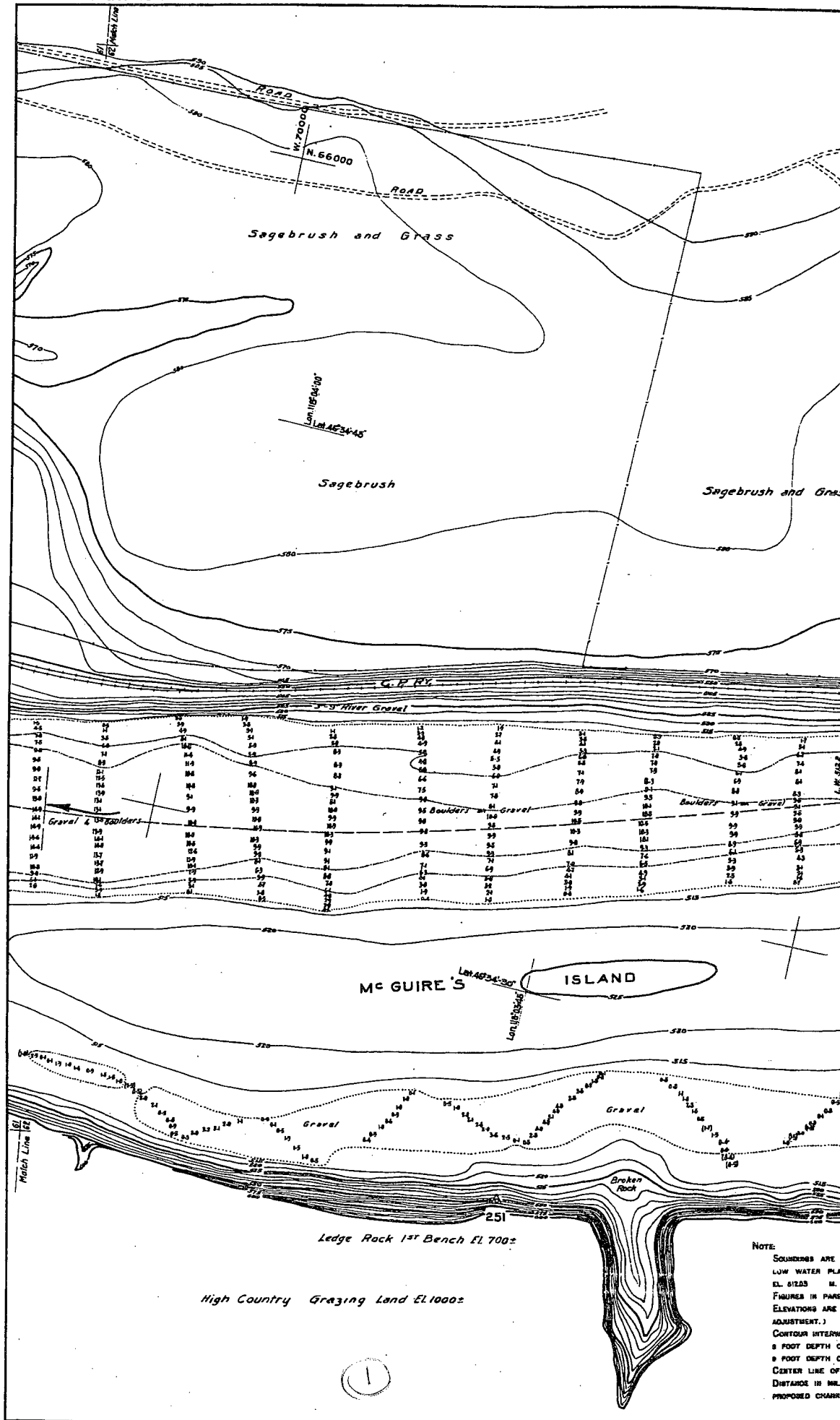
Allen L. Barr
Associates, Engineer

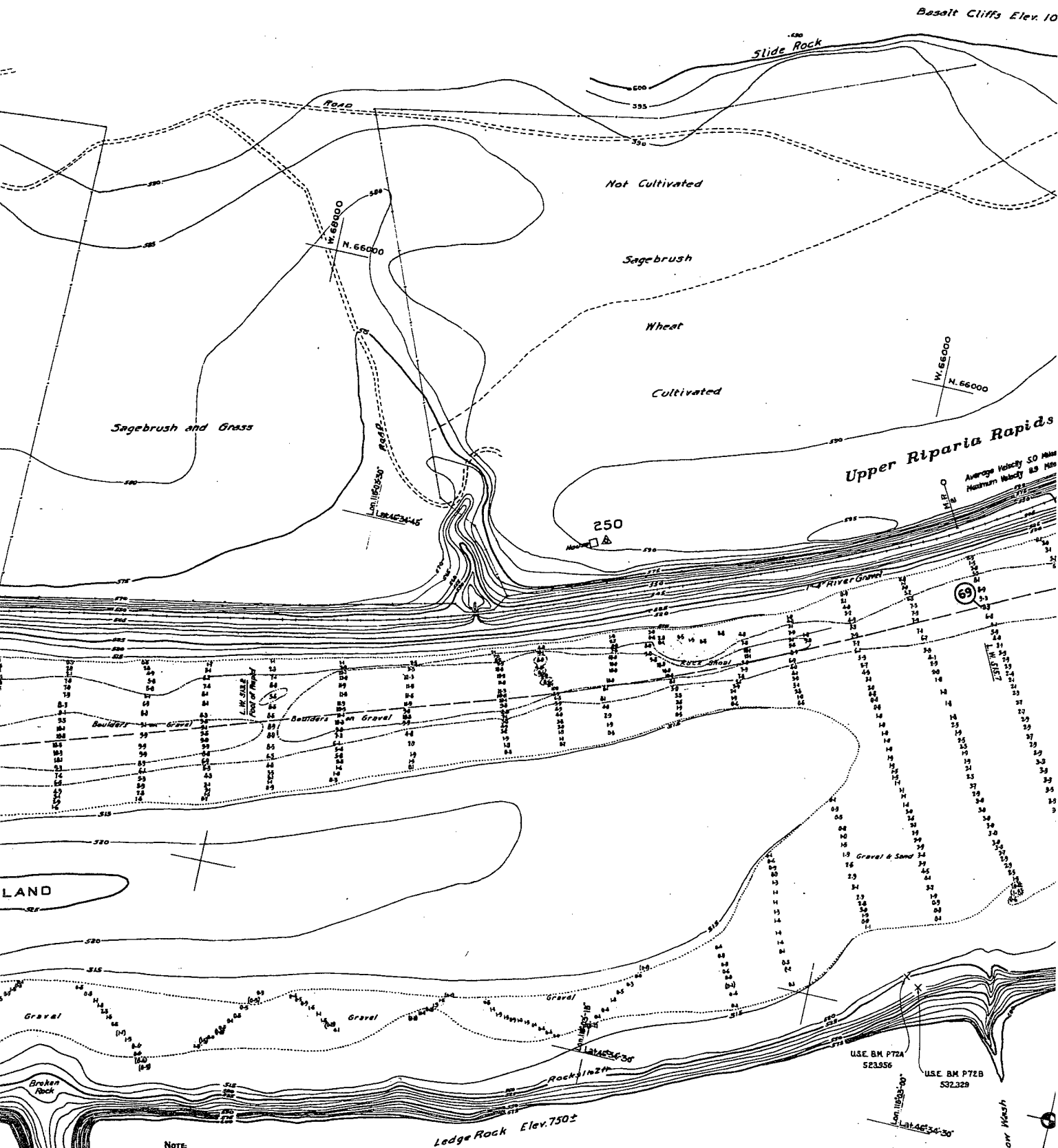
William
Major, Corps of Engineers

Drawn by D.V.W. R.S.Y.

Transmitted with report dated June 10, 1935

SN-1-12/61





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.25 N. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.A.S. DATUM 1989 ADJUSTMENT.)

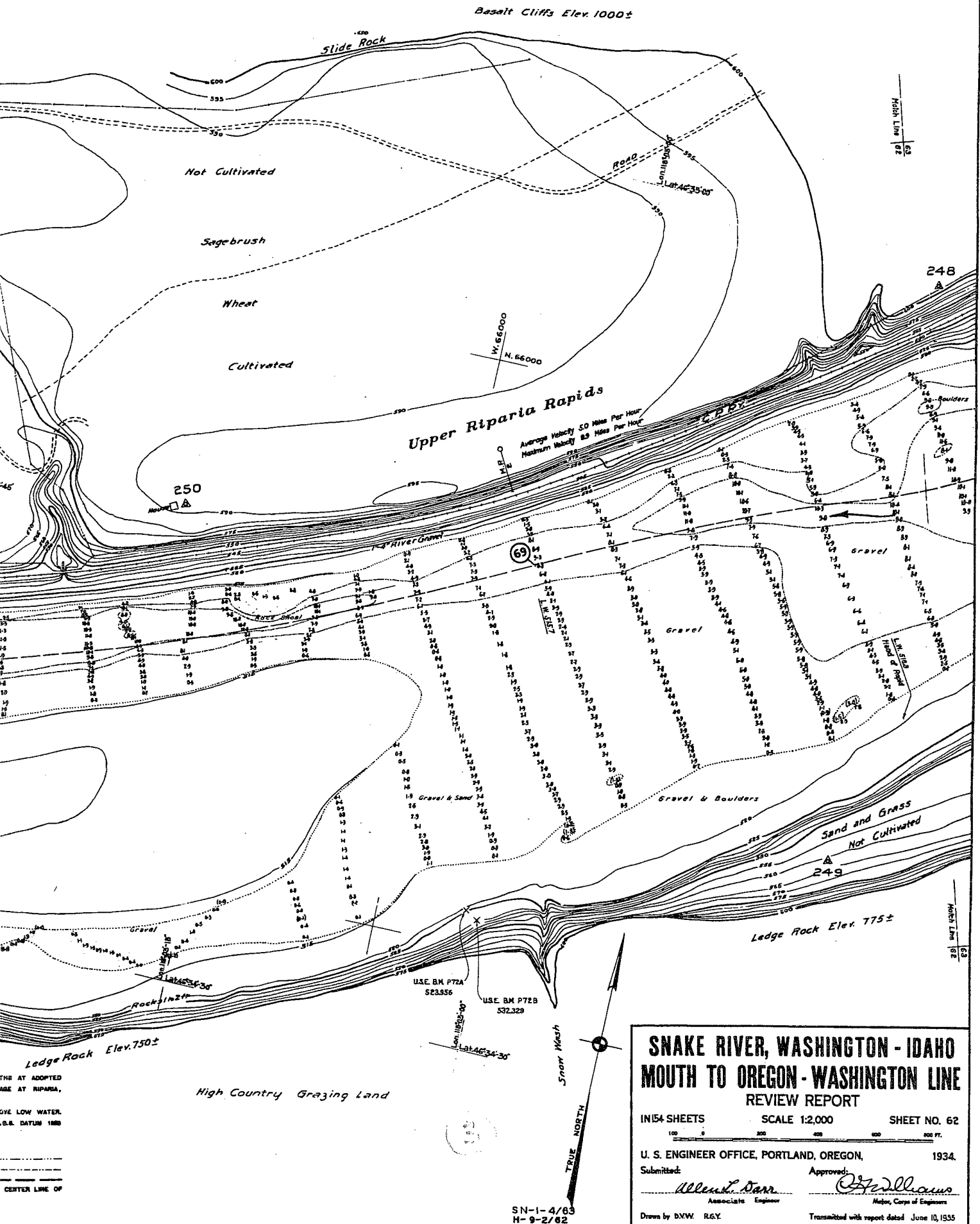
CONTOUR INTERVAL 5 FEET.

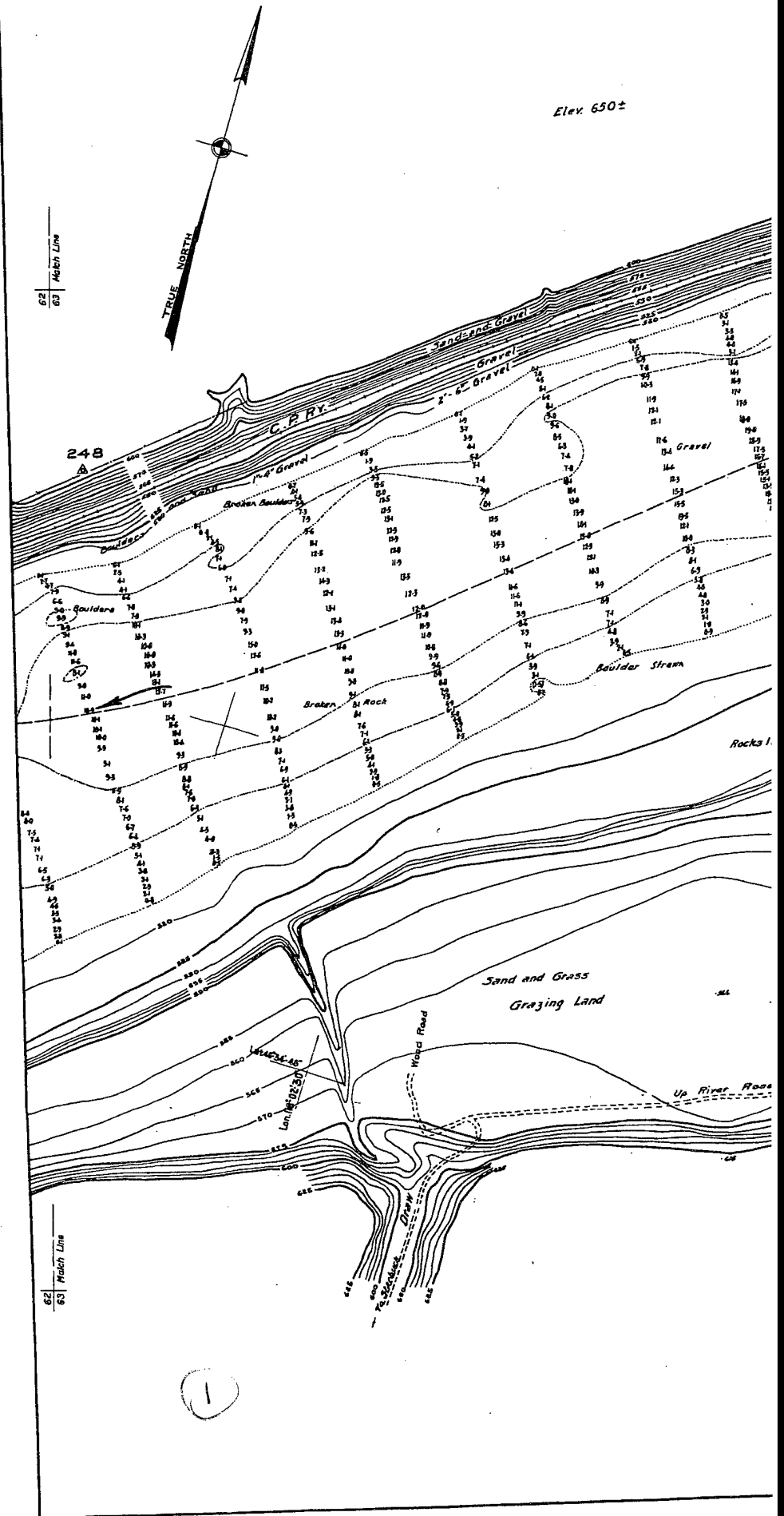
8 FOOT DEPTH CURVE SHOWN THUS: _____

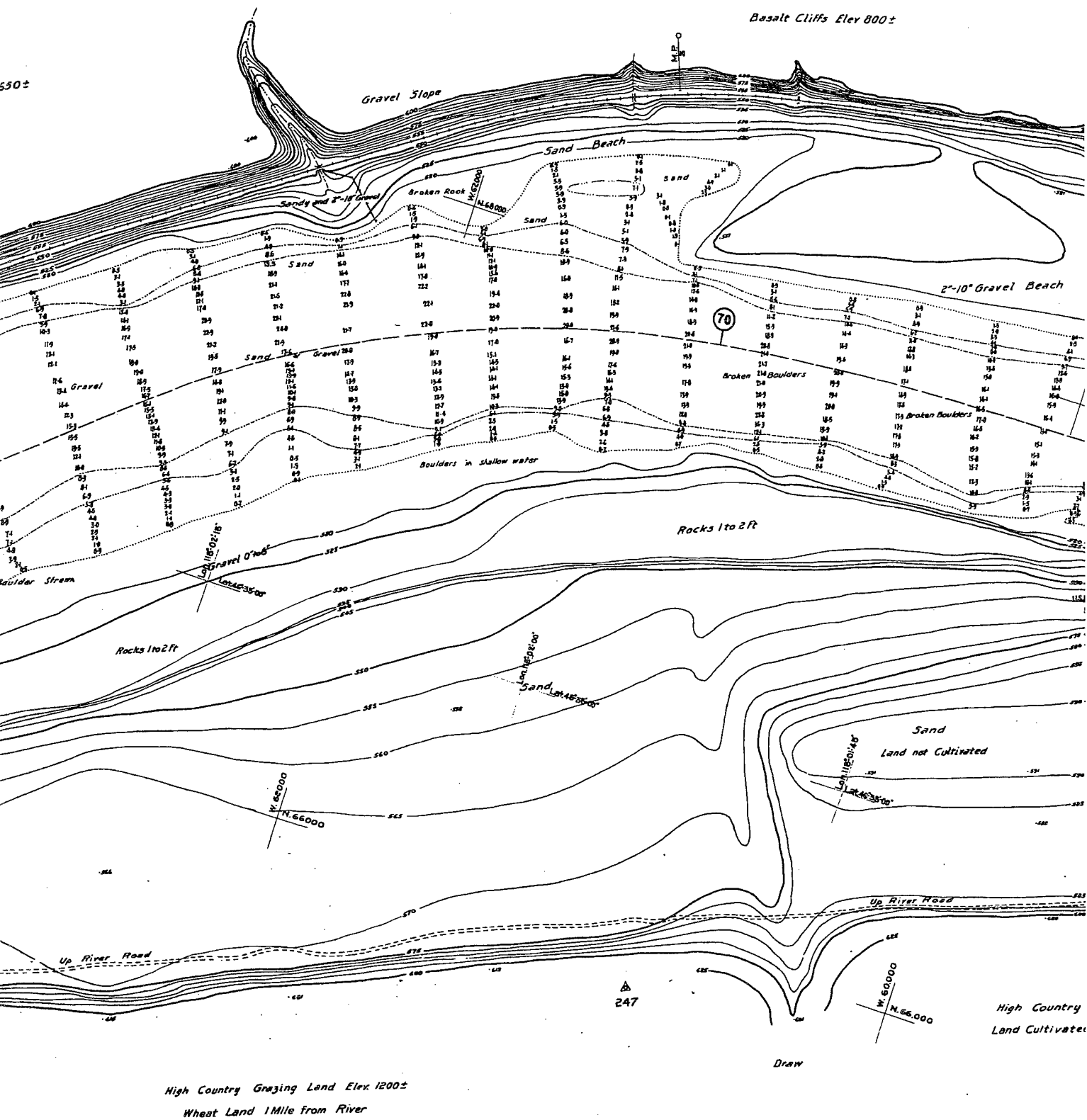
9 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (69)







NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE; 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPRAP EL. 512.28 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 11 ADJUSTMENT.)

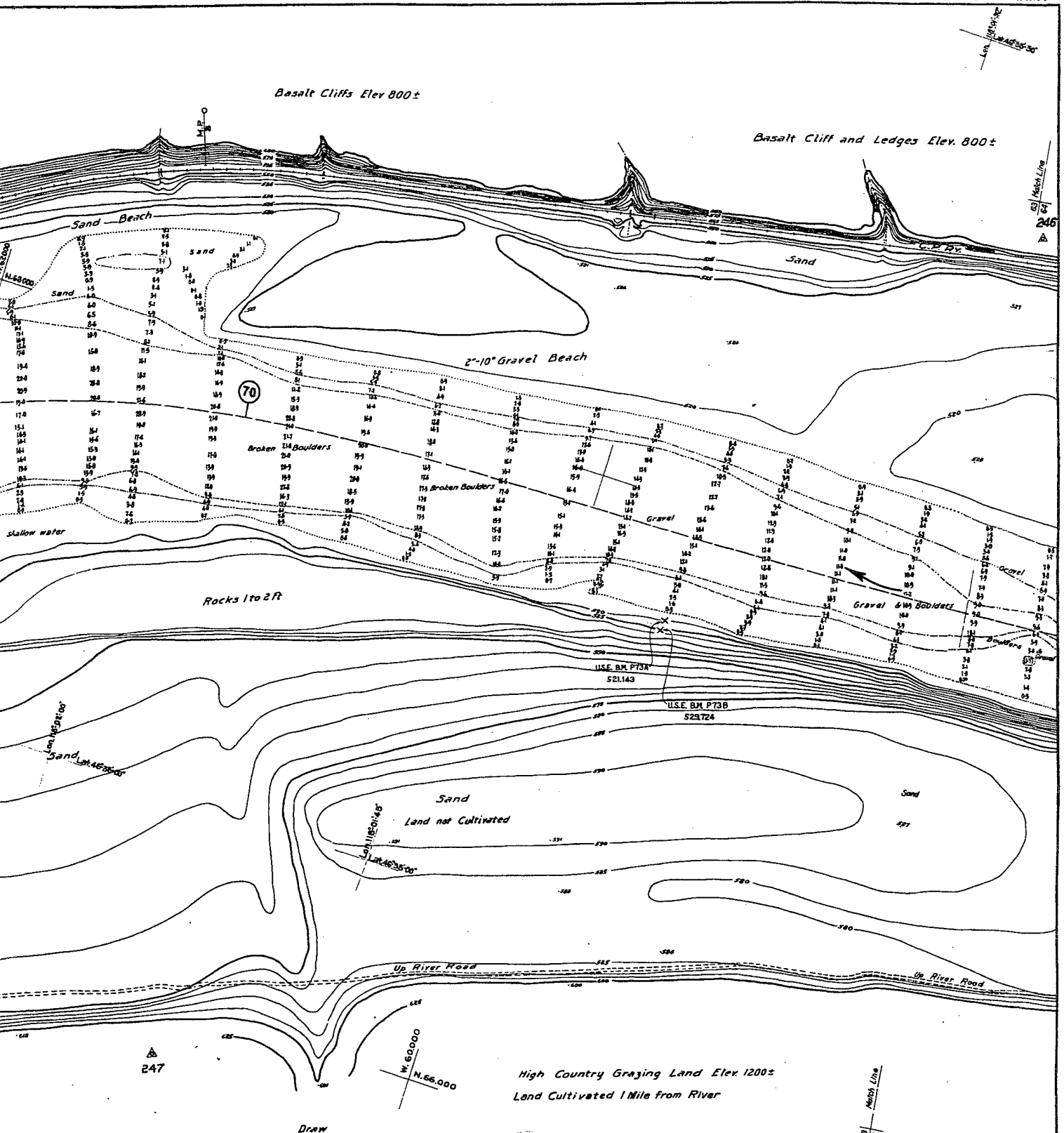
CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: -----

5 FOOT DEPTH CURVE SHOWN THUS: -----

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: -----

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE PROPOSED CHANNEL SHOWN THUS: (70)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 100 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.28 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1989 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

8 FOOT DEPTH CURVE SHOWN THUS: _____

9 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (70)

SN-1-4/64
H-9-2/63

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 63

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Approved:

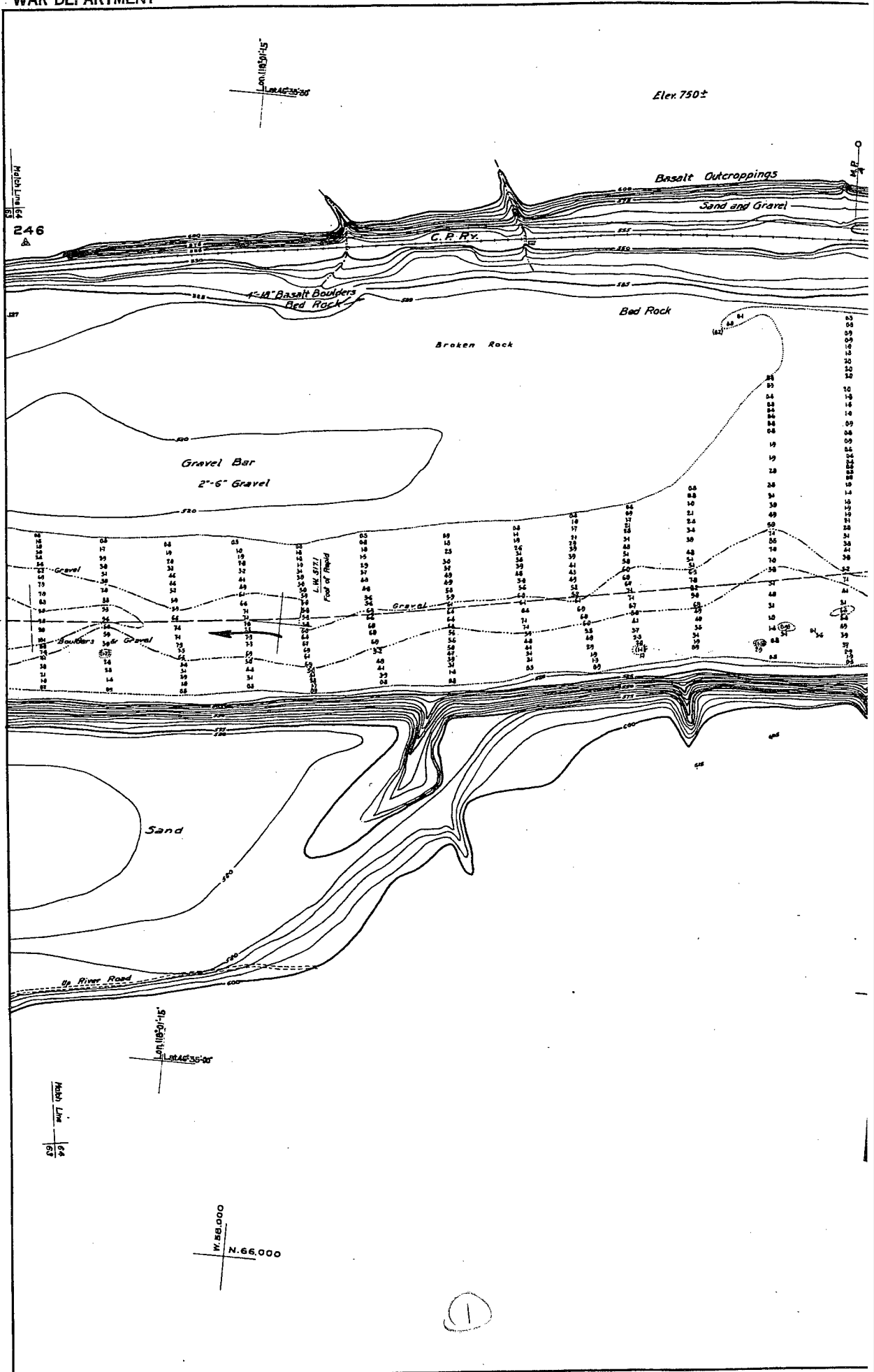
Alvin L. Darr
Associate Engineer

Chas. Williams
Major, Corps of Engineers

Drawn by B.V.W. R.G.Y.

Transmitted with report dated June 10, 1935

SN-1-12/63





TE: SOUNDINGS ARE IN FEET AND TENTHS AND SNOW DEPTHS AT ADOPTED
LOW WATER PLANE: 1.00 ON U.S. WEATHER BUREAU GAGE AT RIPARIA,
EL. 512.25 M.S.L.)
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929
ADJUSTMENT.)
CROSS-SECTIONAL INTERVAL 8 FEET.
8 FOOT DEPTH CURVE SHOWN THUS: _____
9 FOOT DEPTH CURVE SHOWN THUS: _____
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
DISTANCES IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
PROPOSED CHANNEL SHOWN THUS: (1) _____

**SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT**

SHEET NO. 64

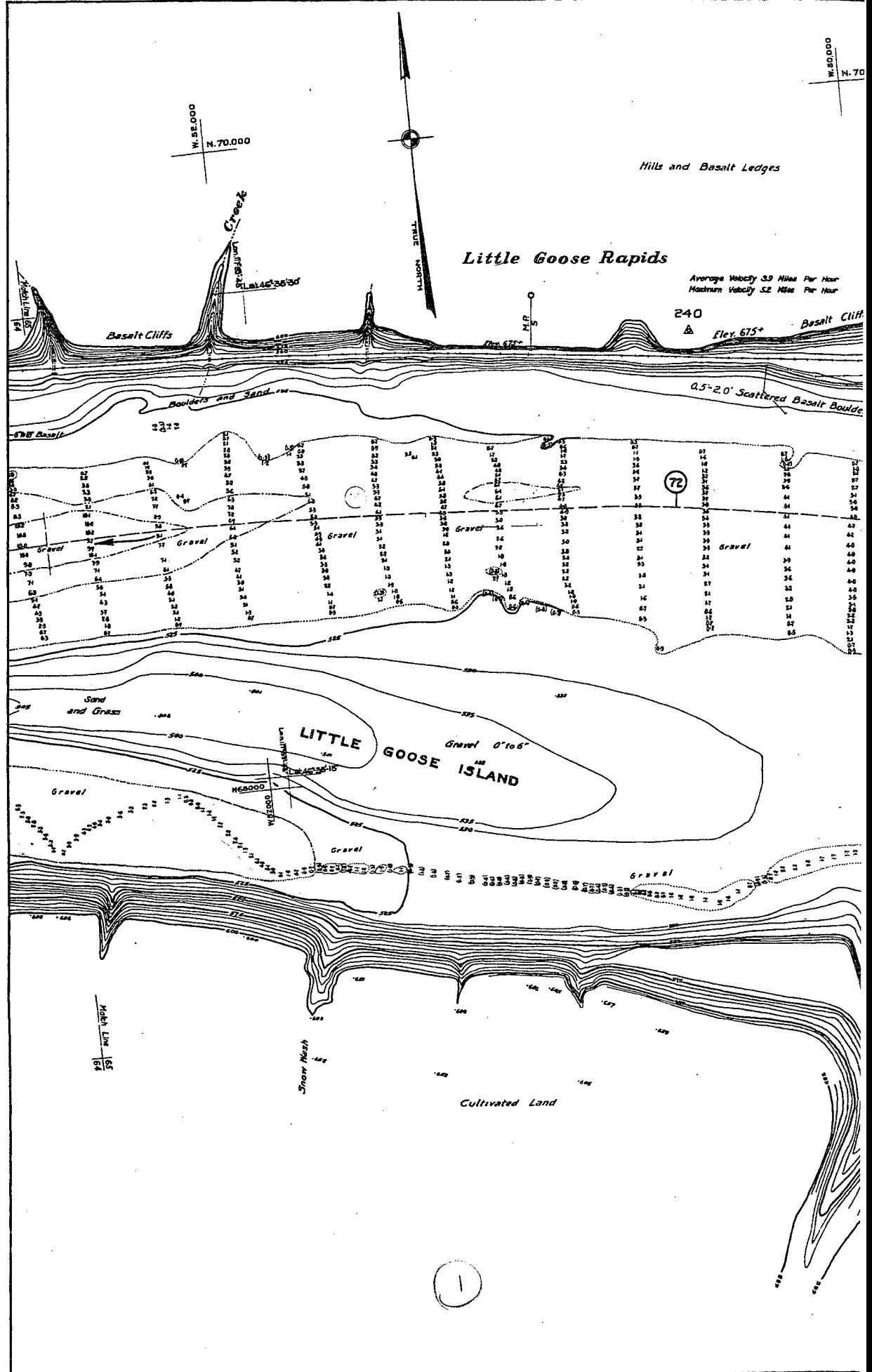
1934.

Approved:

W. Williams
Major, Corps of Engineers

Transmitted with report dated June 10, 1935

SN-1-12/64





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.5) M. S. L. 1. FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

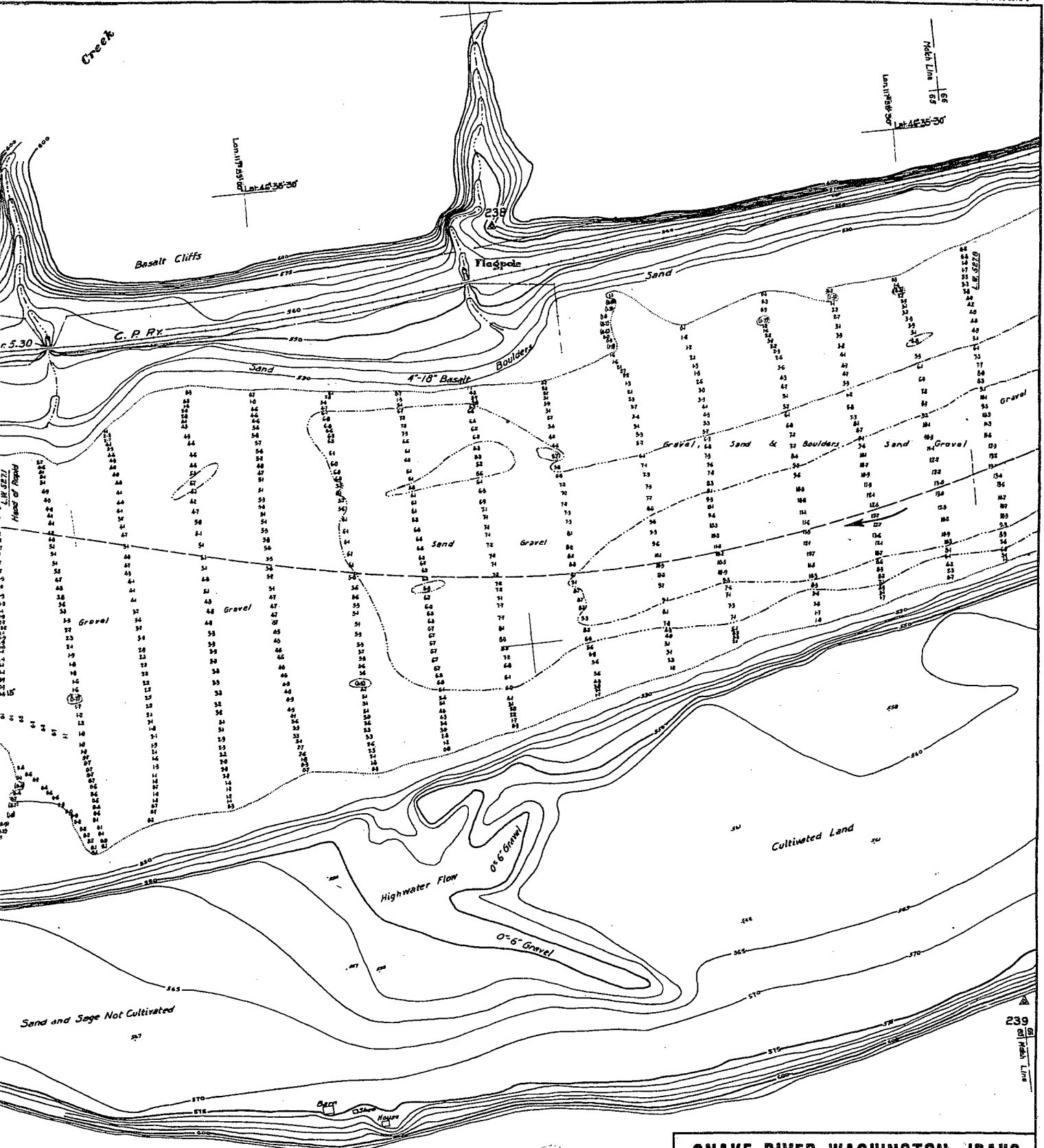
5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (72)

W. 48000
N. 46000

SN-1-4/66
H-9-2/65



SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 65

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

 Allen L. Davis
 Associate Engineer

Approved:

 J. H. Williams
 Major, Corps of Engineers

Drawn by B.X.W. R.S.Y.

Transmitted with report dated June 10, 1935

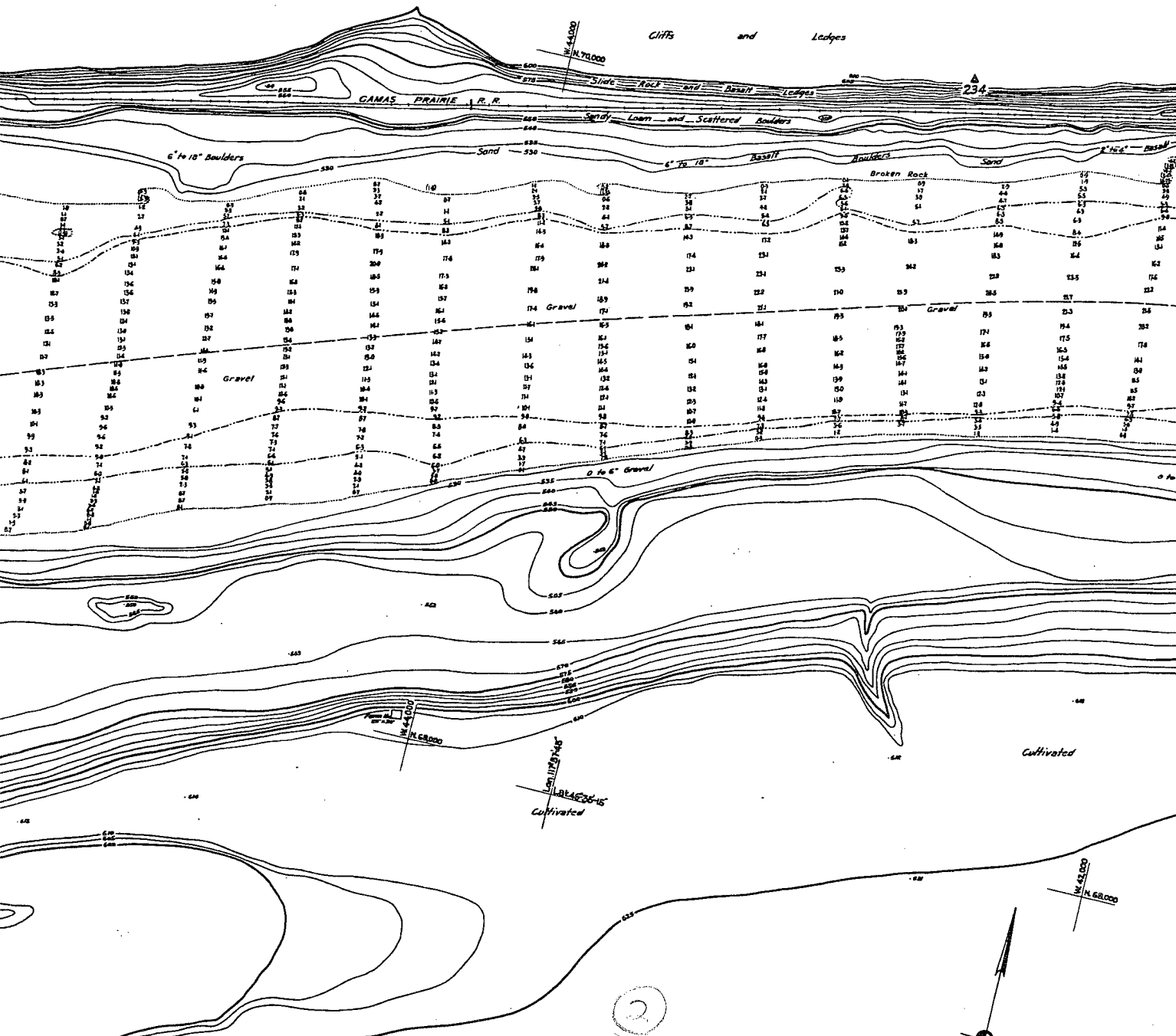
 SN-1-4/66
 H-9-2/65

SN-1-12/65



Cliffs and Ledges

Rising on 14:1 Slope to El. 900



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.5 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.G.C. & S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 6 FEET.

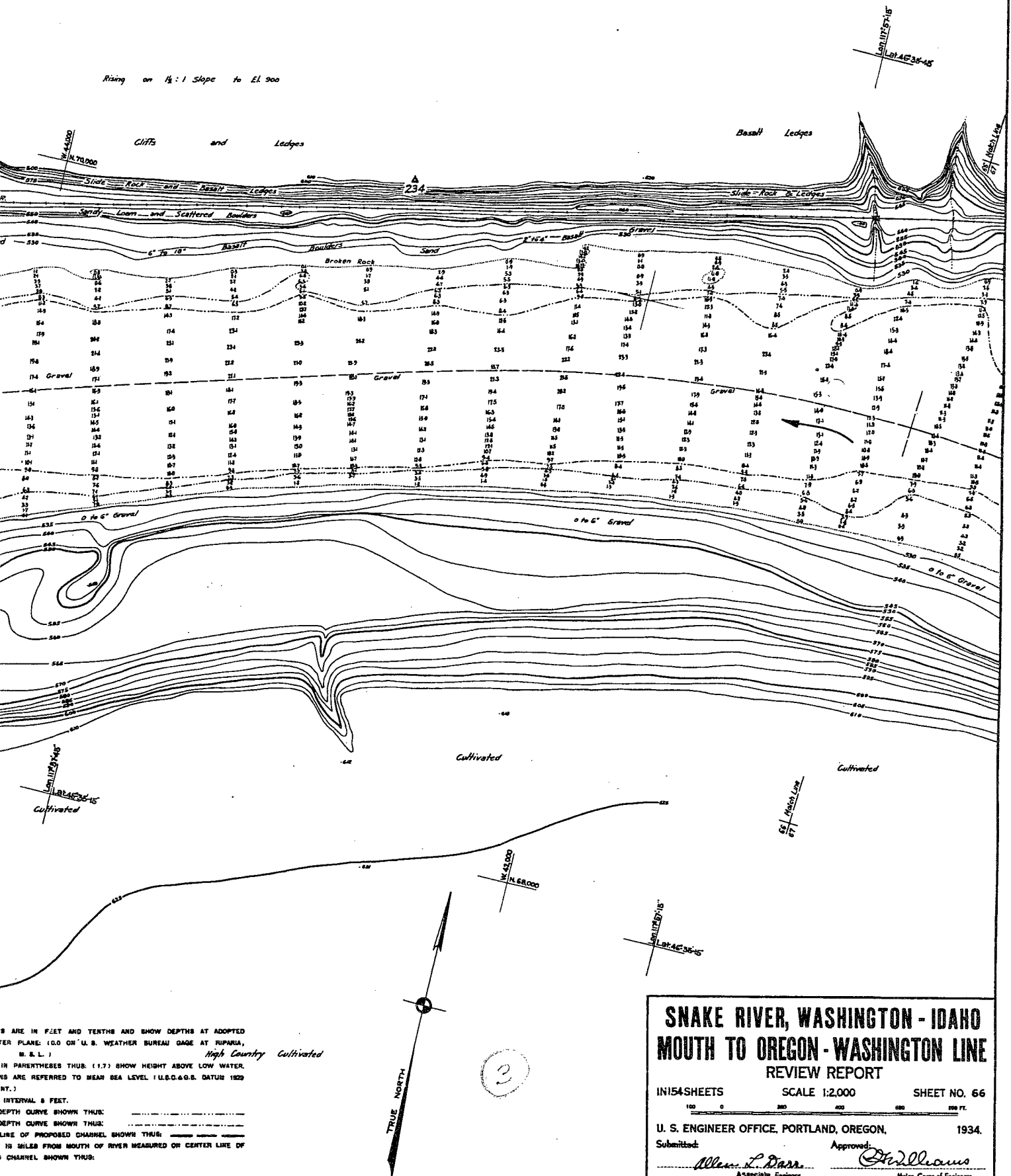
6 FOOT DEPTH CURVE SHOWN THUS: ————

9 FOOT DEPTH CURVE SHOWN THUS: - - - - -

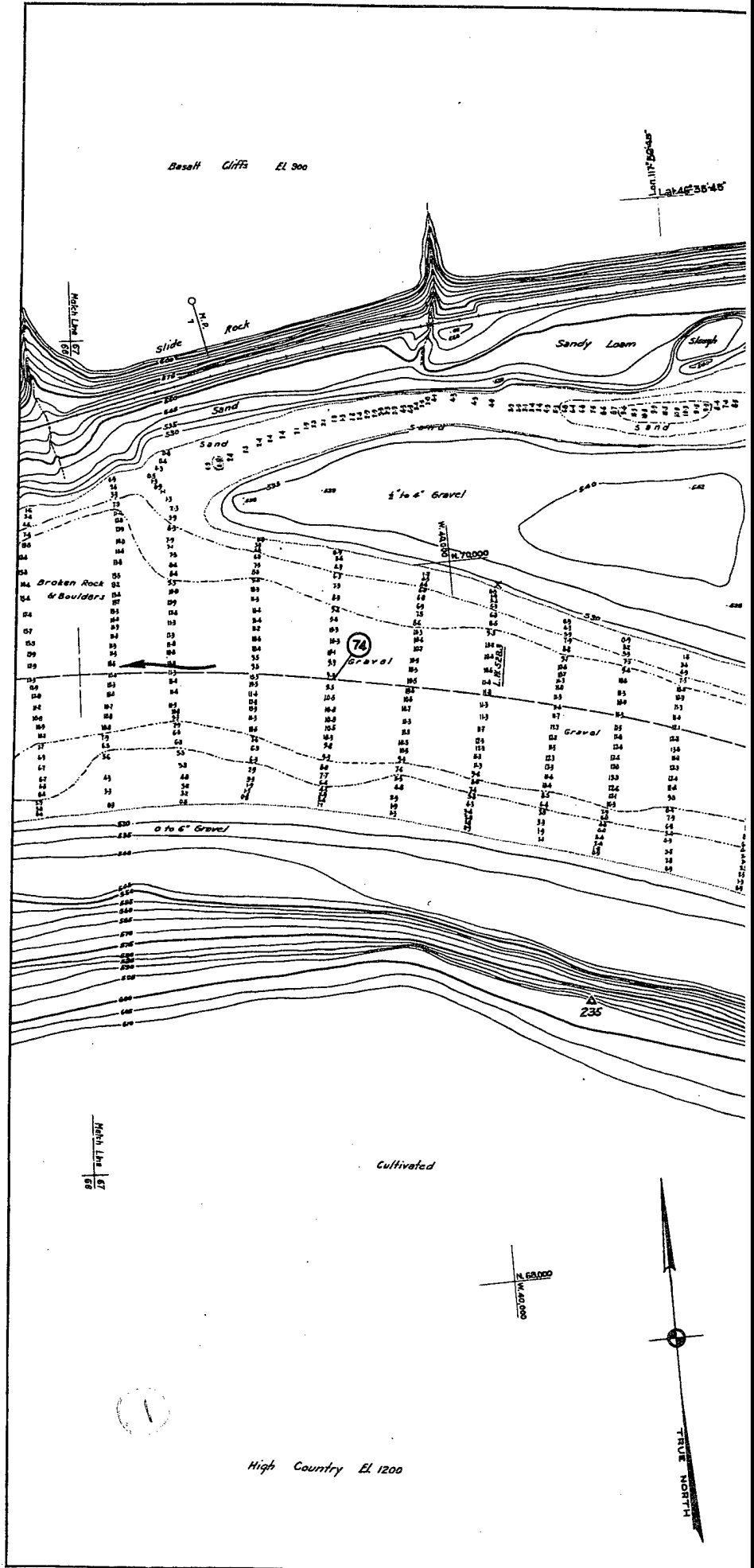
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

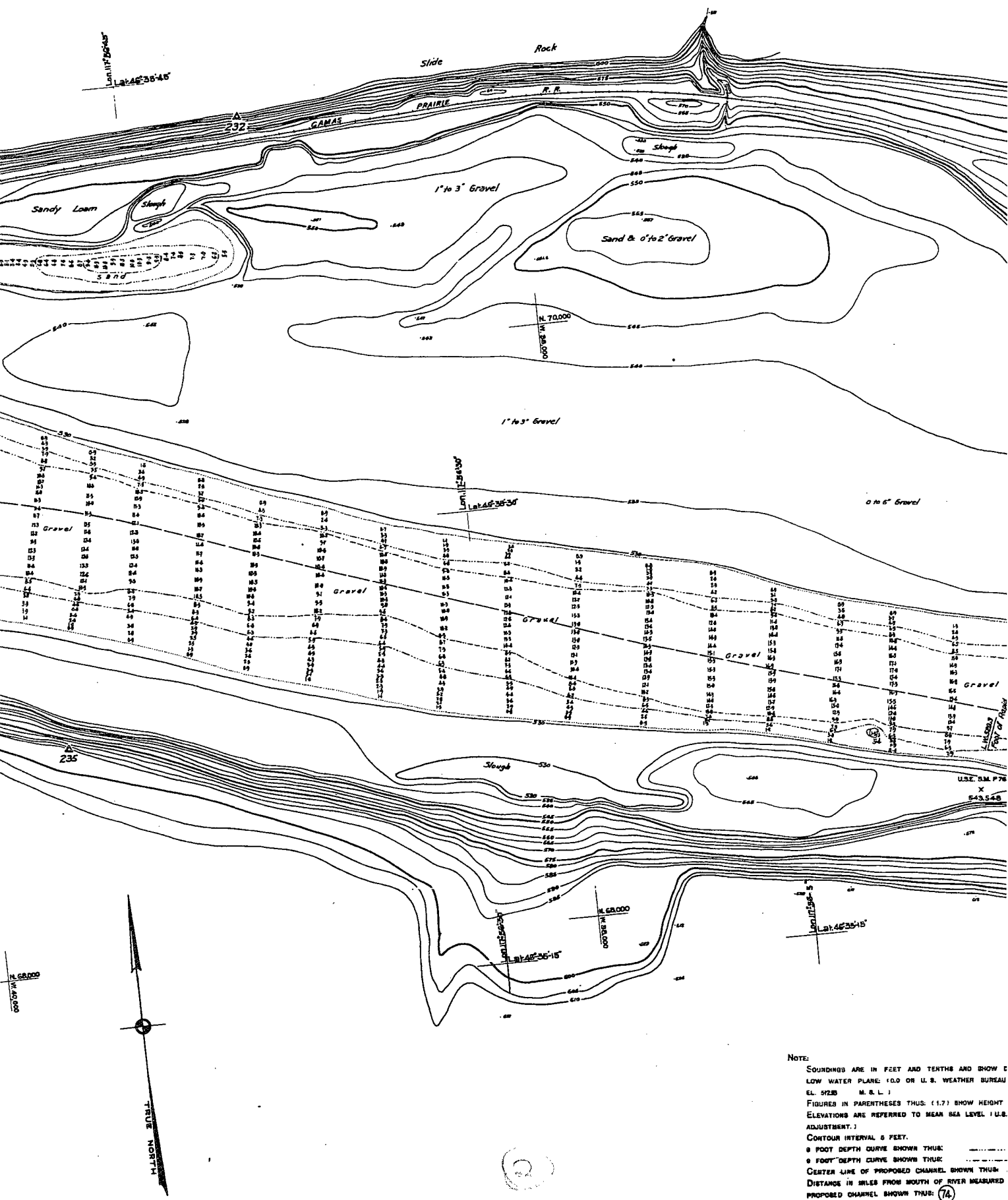
DISTANCE IN MILES FROM SOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

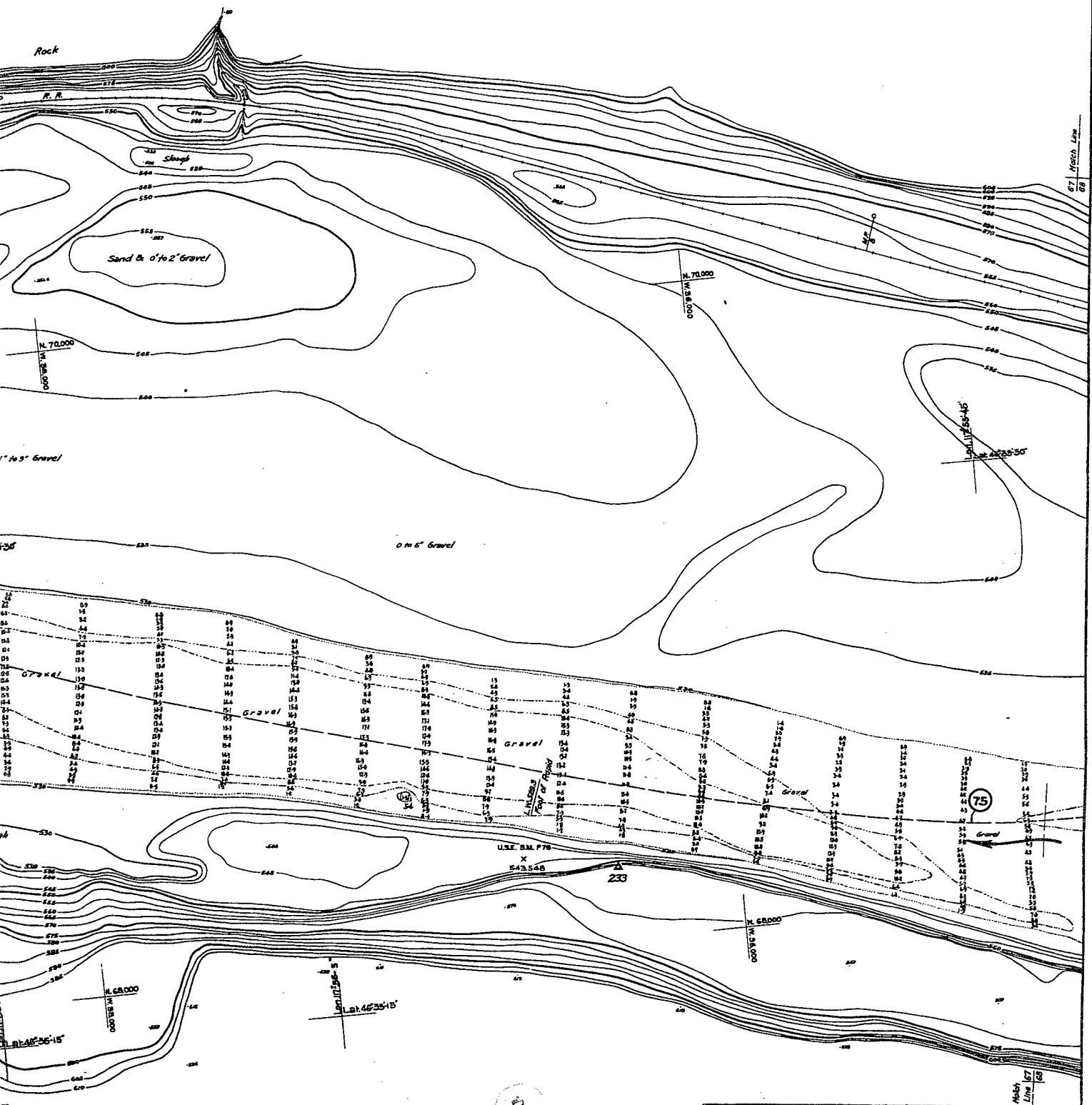
237



SN-1-12/66







NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.28' M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

5 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (74)

SN-I-4/68
H-9-2/87

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN SHEETS SCALE 1:2,000 SHEET NO. 67

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Allen L. Darr
Associate Engineer

Approved:

St. Williams
Major, Corps of Engineers

Drawn by H.L. R.G.Y.

Transmitted with report dated June 10, 1935

SN-I-12/67

NOTE:

SOUNDINGS
LOW WATER
EL. SIZE
FIGURES IN
ELEVATIONS
ADJUSTMENT
CONTOUR &
8 FOOT DE
9 FOOT DE
CENTER LI
DISTANCE 1
PROPOSED 1

Math Line	
68	69

226

Sand

Lat 107.54-15

11.28.000
11.65

Gravel

2" to 8" River Gravel & Cobbles

History of People

U.S. BM. F77A

USE AM P77B

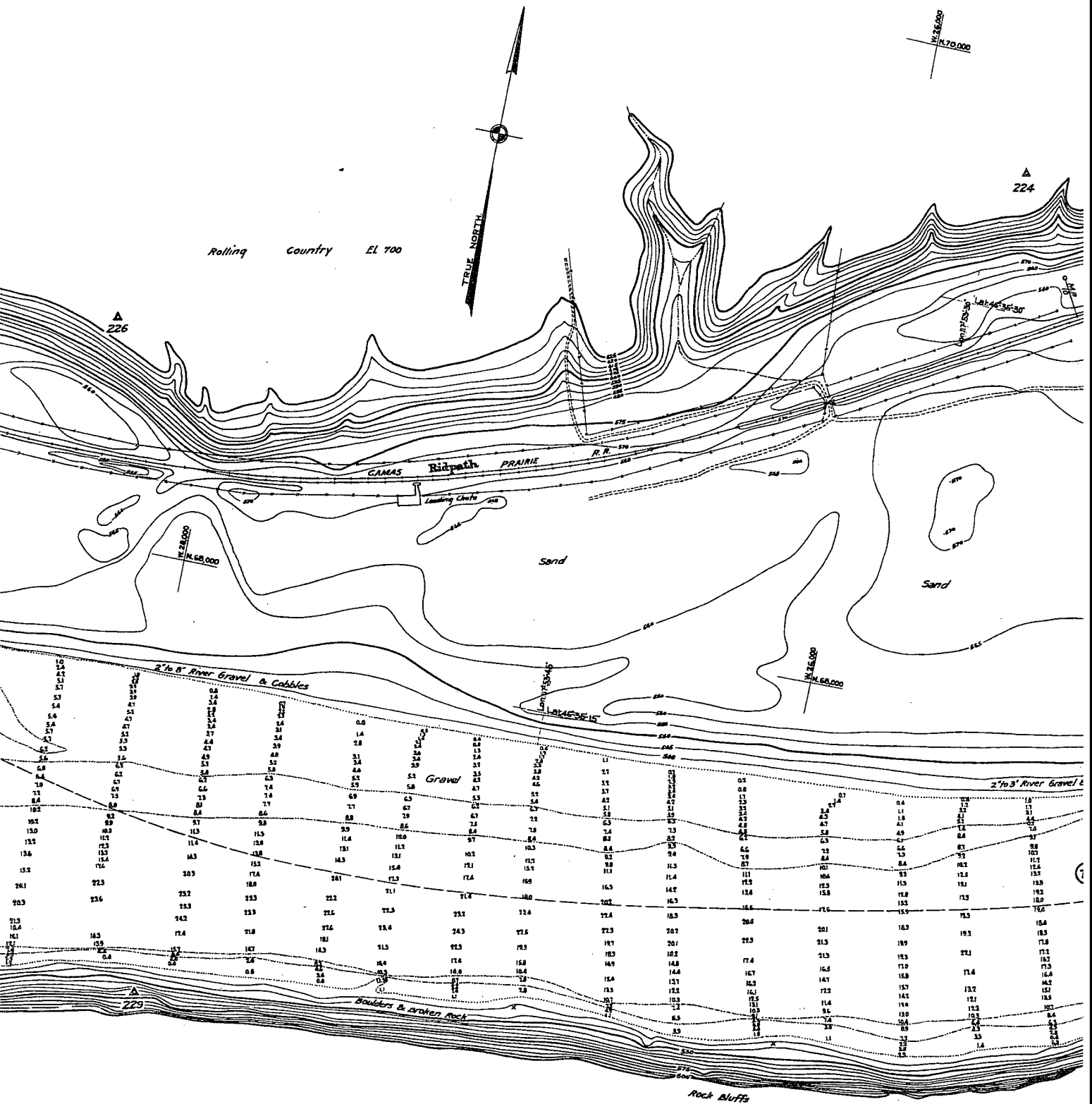
69	Math Lines
----	------------

Long 117° 54' 15"
Lat 46° 35' 10"

22

W. 28,000
R. 66,000

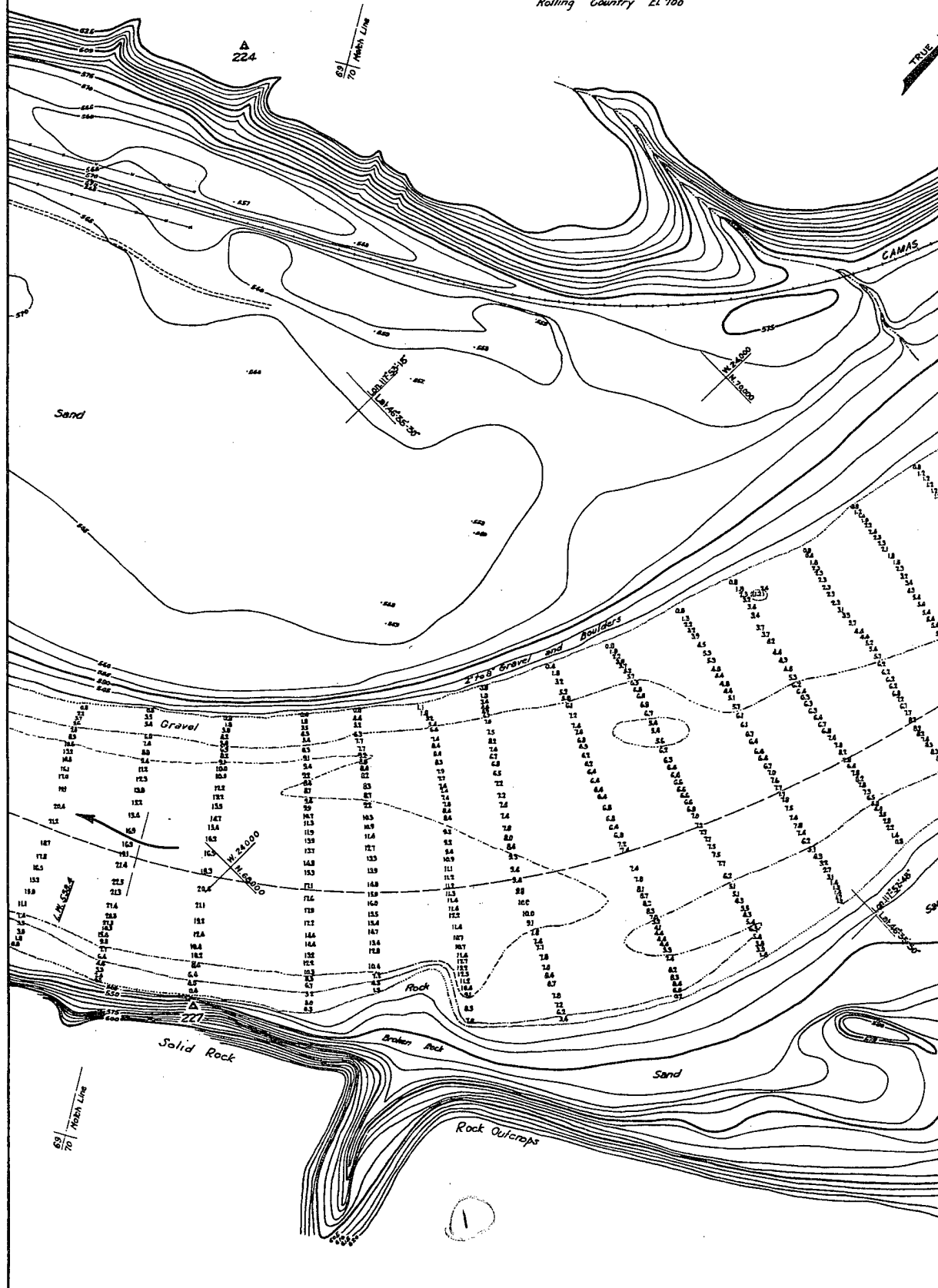
1



NOTE.

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT EL. 872.35 M. S. L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.O.A.S. 2 ADJUSTMENT.)
 CONTOUR INTERVAL 3 FEET.
 3 FOOT DEPTH CURVE SHOWN THUS: ---
 3 FOOT DEPTH CURVE SHOWN THUS: ---
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ---
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER PROPOSED CHANNEL SHOWN THUS: (78)

Rolling Country El 700





SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 70

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Allen L. Darr
Associate Engineer

Approved:

Dr. Williams
Major, Corps of Engineers

Drawn by H.L. J.G.B.

Transmitted with report dated June 10, 1935

225

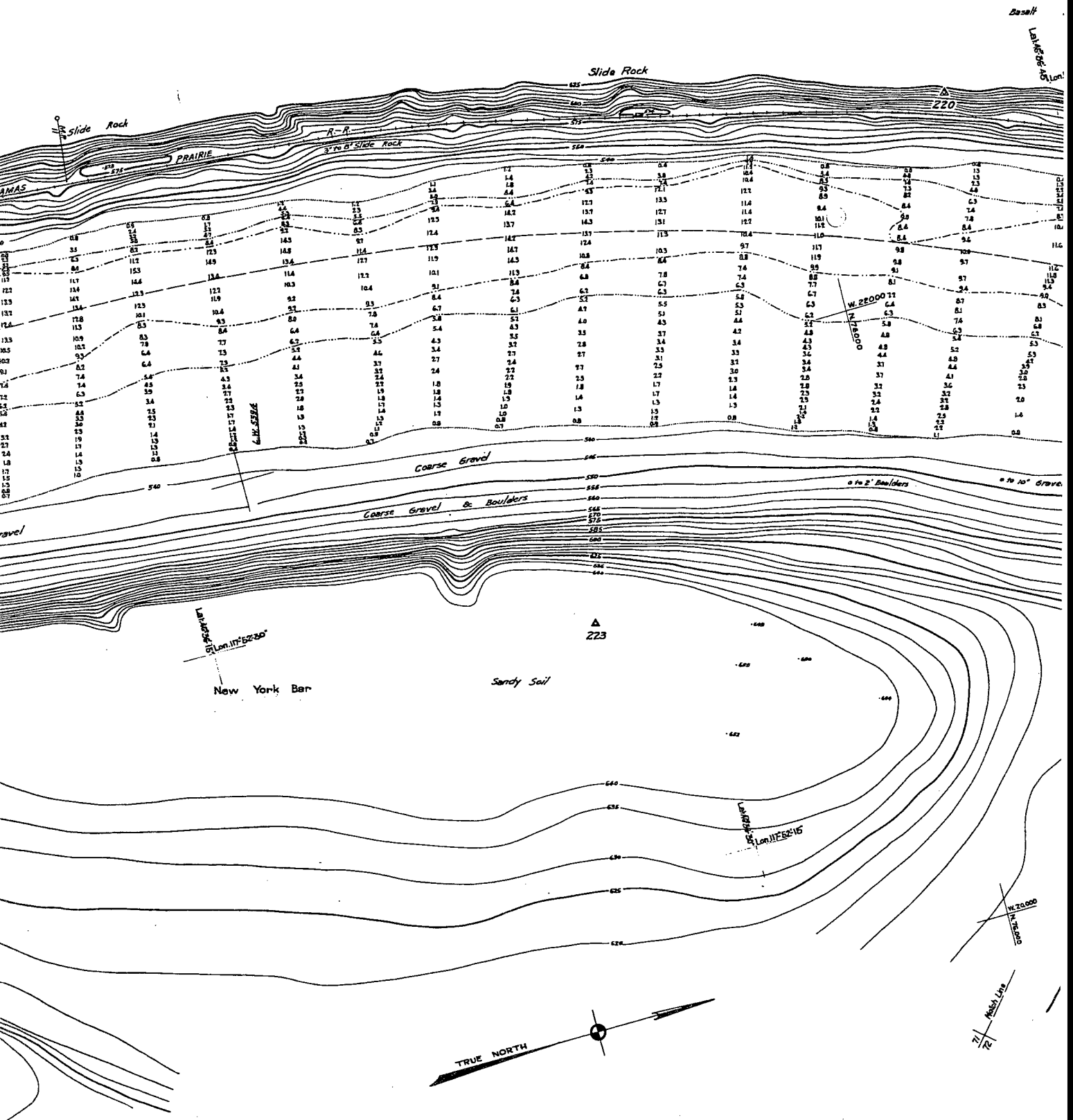
SN-1-4/71
H-9-2/70

SN-1-12770

This topographic map depicts a hillside with contour lines indicating elevation. Key features include:

- Contour Lines:** Labeled with elevations such as 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000, 1010, 1020, 1030, 1040, 1050, 1060, 1070, 1080, 1090, 1100, 1110, 1120, 1130, 1140, 1150, 1160, 1170, 1180, 1190, 1200, 1210, 1220, 1230, 1240, 1250, 1260, 1270, 1280, 1290, 1300, 1310, 1320, 1330, 1340, 1350, 1360, 1370, 1380, 1390, 1400, 1410, 1420, 1430, 1440, 1450, 1460, 1470, 1480, 1490, 1500, 1510, 1520, 1530, 1540, 1550, 1560, 1570, 1580, 1590, 1600, 1610, 1620, 1630, 1640, 1650, 1660, 1670, 1680, 1690, 1700, 1710, 1720, 1730, 1740, 1750, 1760, 1770, 1780, 1790, 1800, 1810, 1820, 1830, 1840, 1850, 1860, 1870, 1880, 1890, 1900, 1910, 1920, 1930, 1940, 1950, 1960, 1970, 1980, 1990, 2000.
- Spot Elevations:** Numerous numerical values are scattered across the map, representing specific elevation points.
- Labels:**
 - Broken Rock:** Located on the upper left slope.
 - Slide Rock:** Located on the upper right slope.
 - PRAIRIE:** Located on the right side of the map.
 - Coarse Gravel:** Located in the middle section of the map.
 - Sandy Soil:** Located in the lower middle section of the map.
 - Sand:** Located in the lower left section of the map.
- Survey Lines:**
 - North Line:** Indicated by a vertical line on the left side.
 - W 72.000:** A horizontal line across the middle.
 - W 20.000:** A horizontal line near the bottom.
 - W 17.500:** A horizontal line near the bottom left.
 - W 15.500:** A horizontal line near the bottom left.
 - W 13.500:** A horizontal line near the bottom left.
 - W 11.500:** A horizontal line near the bottom left.
 - W 9.500:** A horizontal line near the bottom left.
 - W 7.500:** A horizontal line near the bottom left.
 - W 5.500:** A horizontal line near the bottom left.
 - W 3.500:** A horizontal line near the bottom left.
 - W 1.500:** A horizontal line near the bottom left.
 - W 0.500:** A horizontal line near the bottom left.
- Other Features:**
 - ZZZ:** A symbol located on the upper left slope.
 - Slide Rock:** A symbol located on the upper right slope.
 - PRAIRIE:** A symbol located on the right side of the map.
 - Coarse Gravel:** A symbol located in the middle section of the map.
 - Sandy Soil:** A symbol located in the lower middle section of the map.
 - Sand:** A symbol located in the lower left section of the map.

Elev. 900'-1100'



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT LOW WATER PLANE (0.0 ON U.S. WEATHER BUREAU GAGE AT EL. 512.05 M.S.L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE U.S. MEAN SEA LEVEL (U.S.C. & G.S.)
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 8 FOOT DEPTH CURVE SHOWN THUS: ————
 6 FOOT DEPTH CURVE SHOWN THUS: ————
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (73)

[illegible]

Basalt Palisades El 1200 - 1400

Basalt Outcroppings

Rock

Broken Slide Room

Solid Rock

to 6" River Gravel

Boulders

Gravel

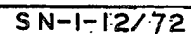
0 to 2' Boulders

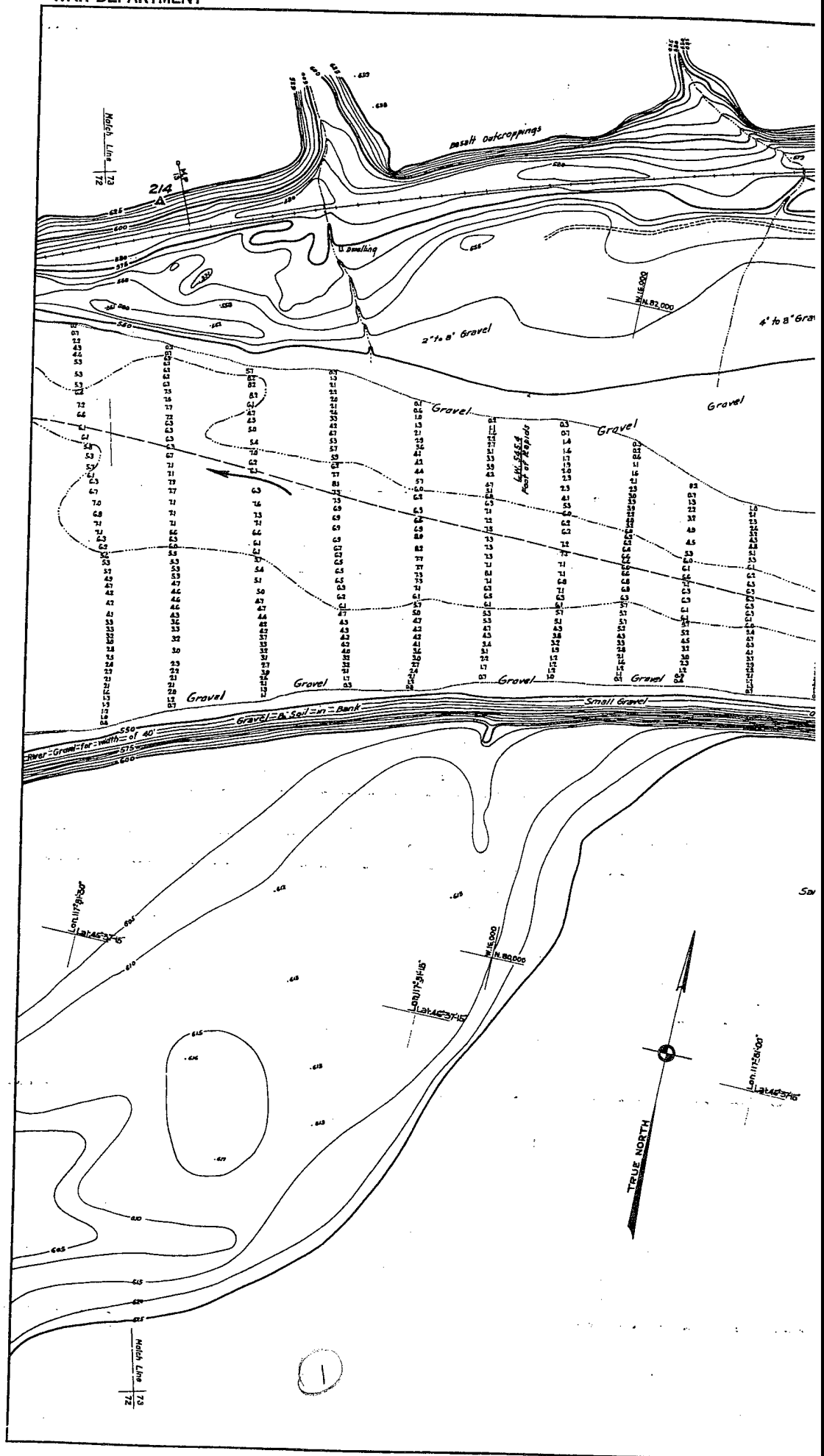
Sandy Soil

TRUE NORTH



NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.05 M. S. L.)
 FIGURES IN PARENTHESES THUS (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U. S. C. & G. S. DATUM 1900 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 10 FOOT DEPTH CURVE SHOWN THUS: ————
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

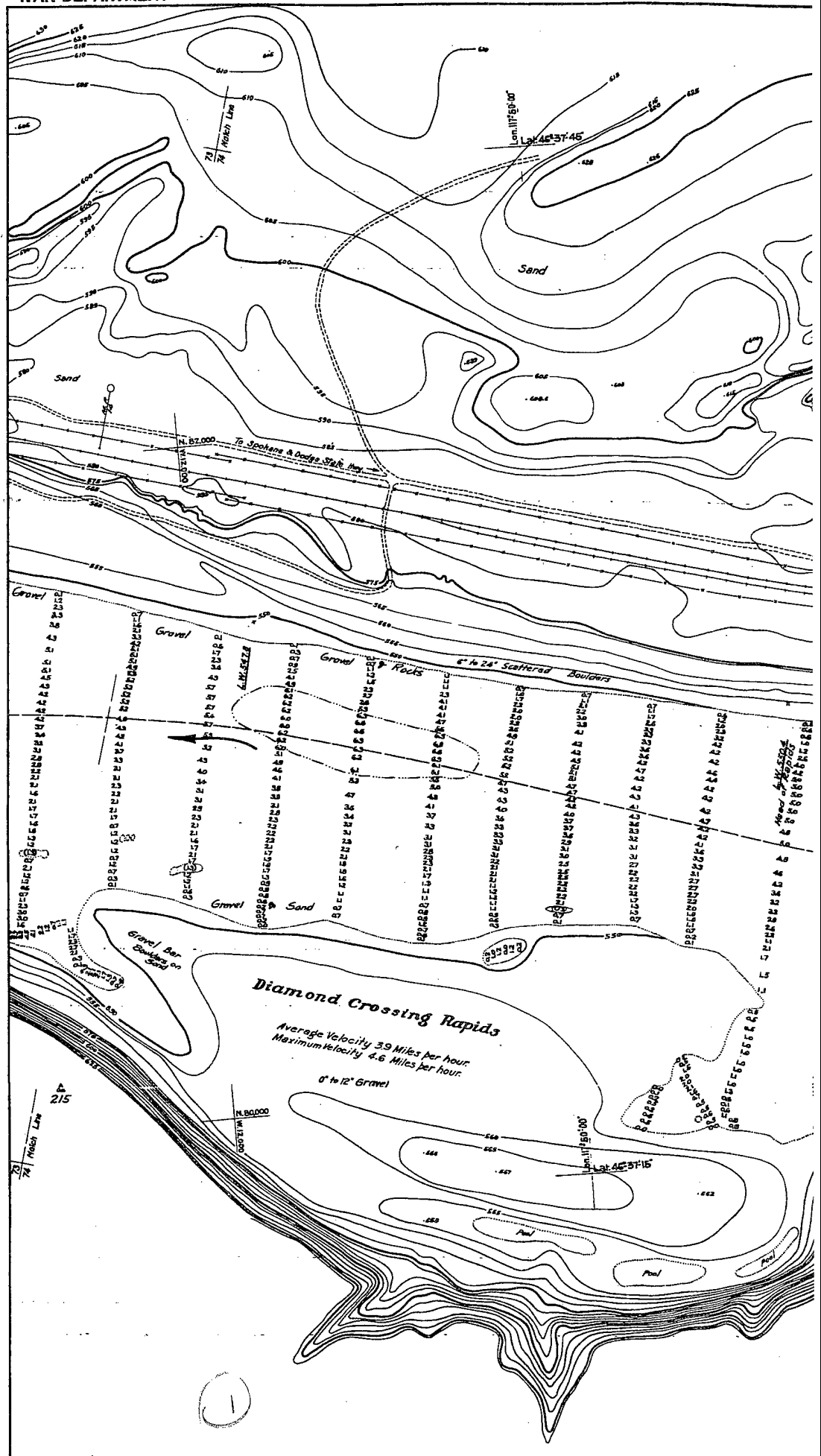






NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTH
 LOW WATER PLANE: 100 ON U.S. WEATHER BUREAU (M
 EL. 512.05 M.S.L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT AND
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. &
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 6 FOOT DEPTH CURVE SHOWN THUS: _____
 9 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON
 PROPOSED CHANNEL SHOWN THUS: _____

SN-1-12/73





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (0.0 OR U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.00 M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929 ADJUSTMENT.)

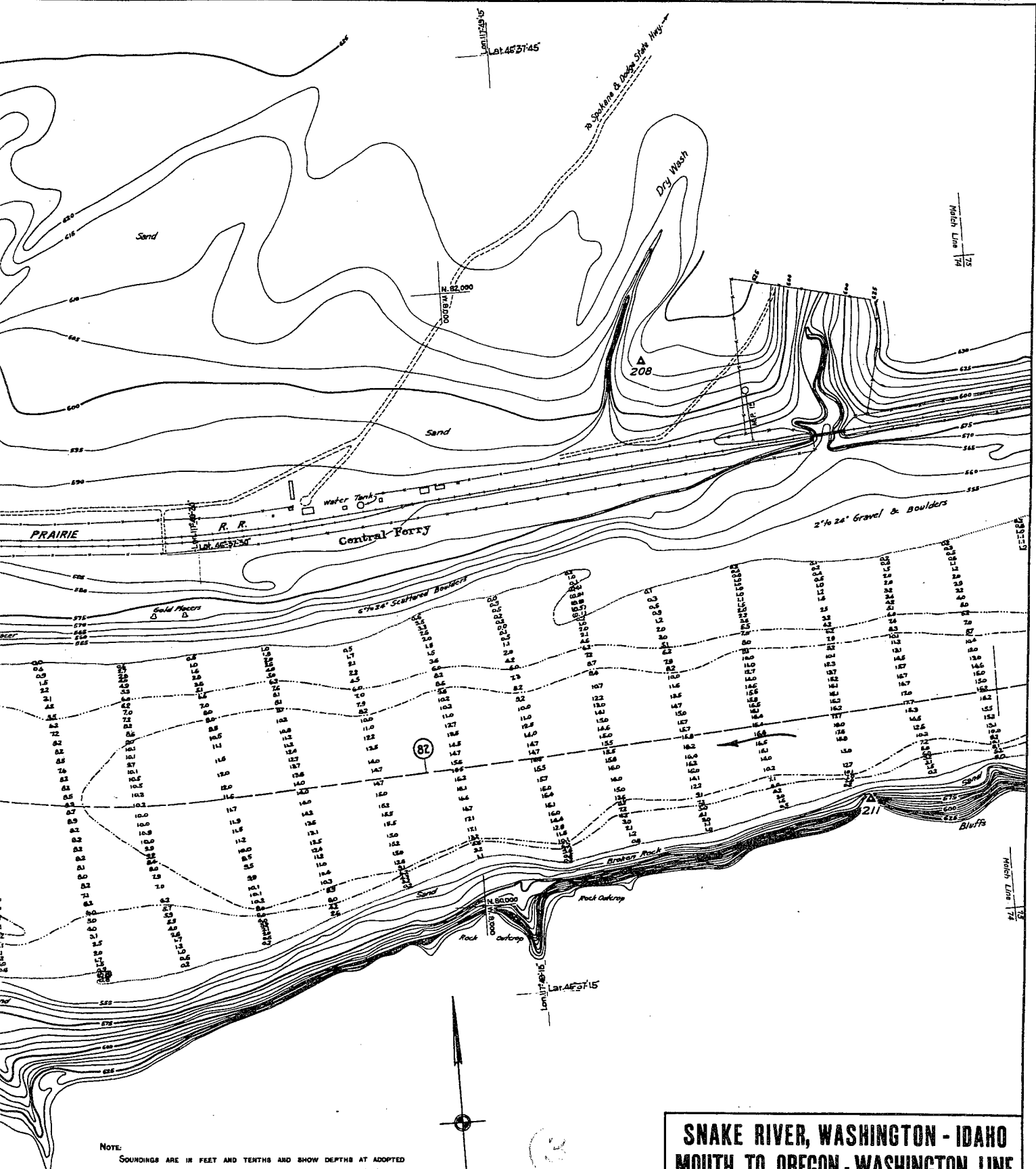
CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ————

8 FOOT DEPTH CURVE SHOWN THUS: - - - - -

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (82)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: - - - - -

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (82)

TRUE NORTH

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 54 SHEETS

SCALE 1:2,000

SHEET NO. 74

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Darr
Associate Engineer

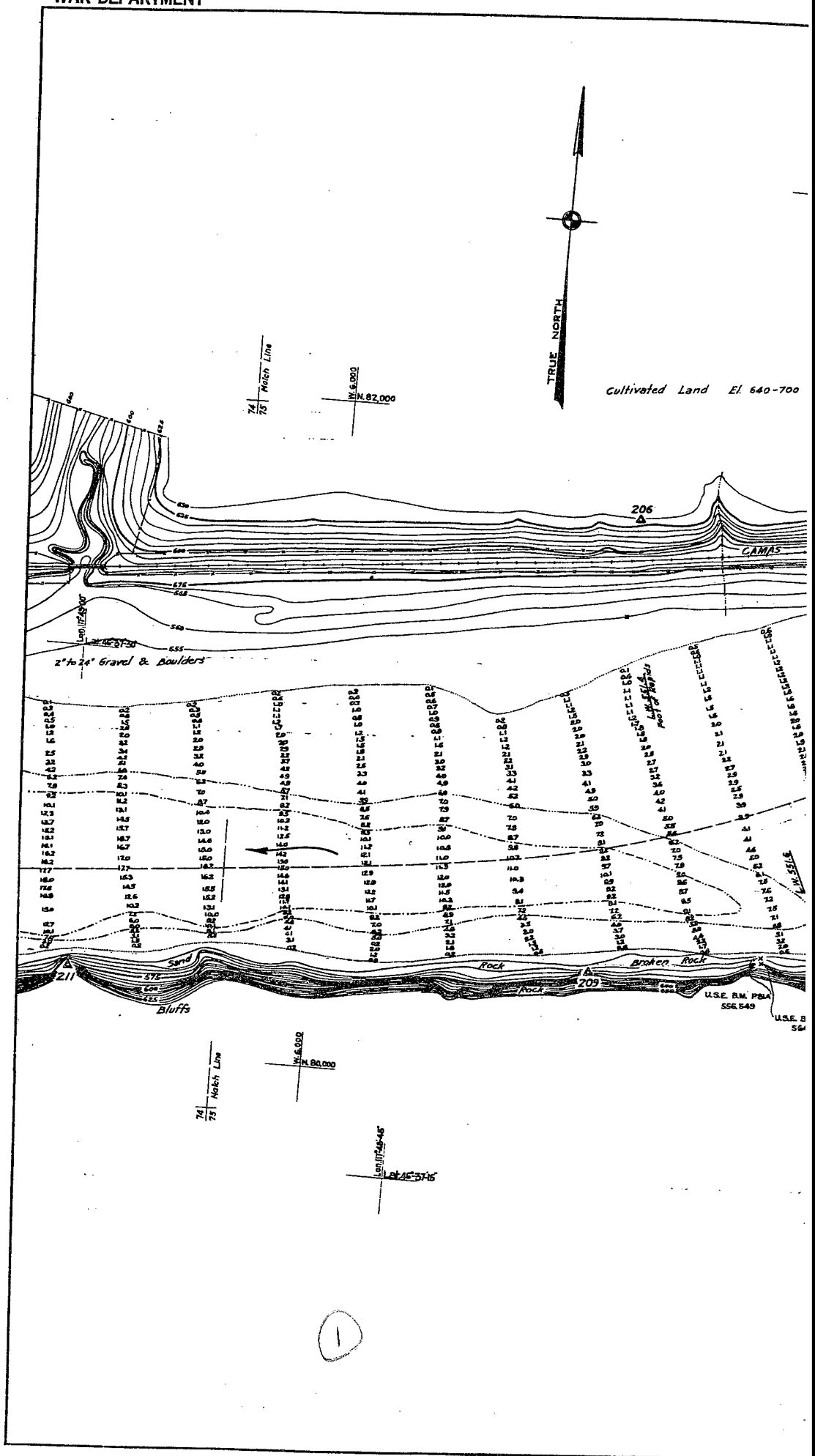
St. Williams
Major, Corps of Engineers

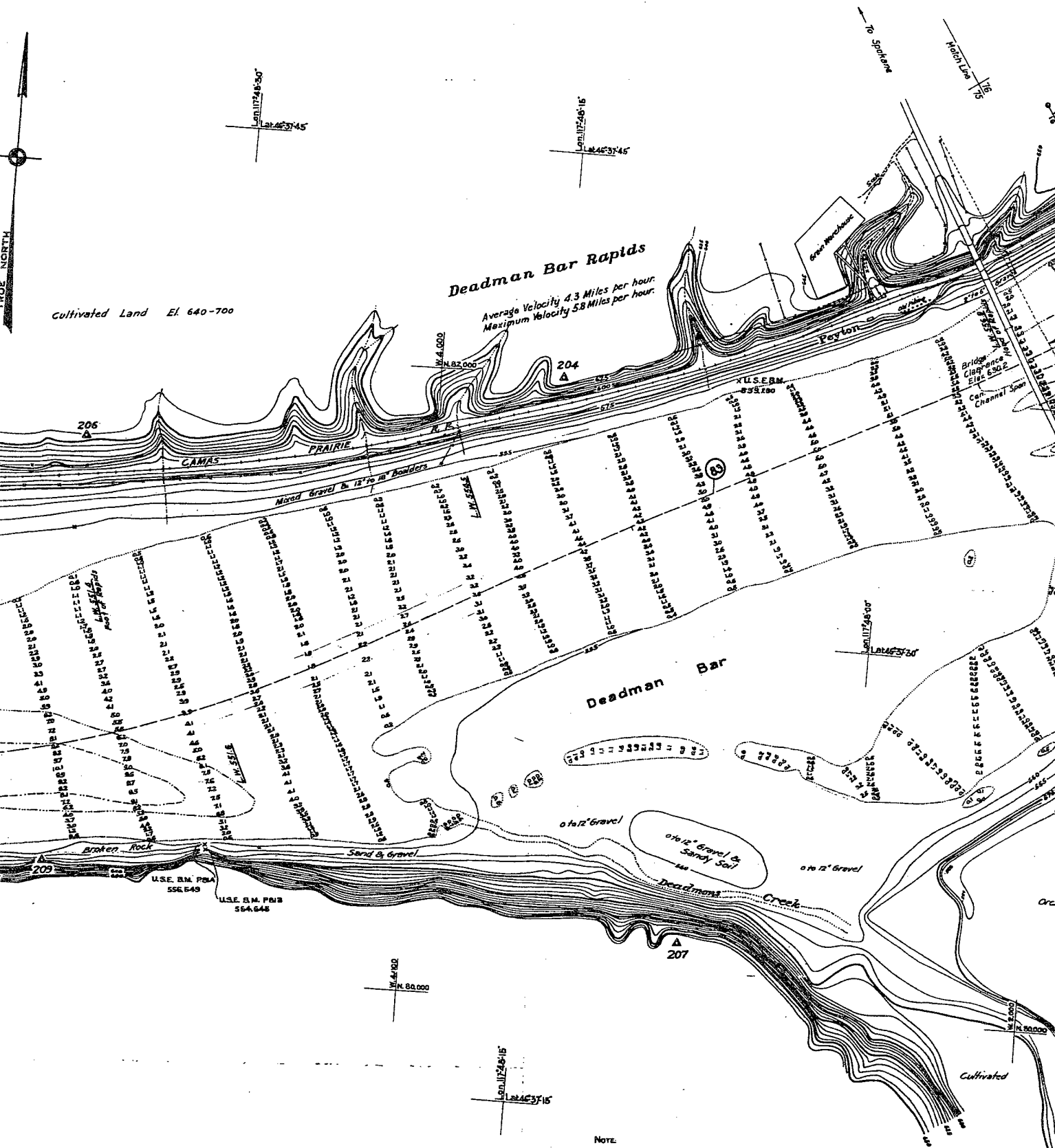
Drawn by H. L. S.A.M.

Transmitted with report dated June 10, 1935.

SN-1-4/75
H-9-2/74

SN-1-12/74





NOTE

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE, 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

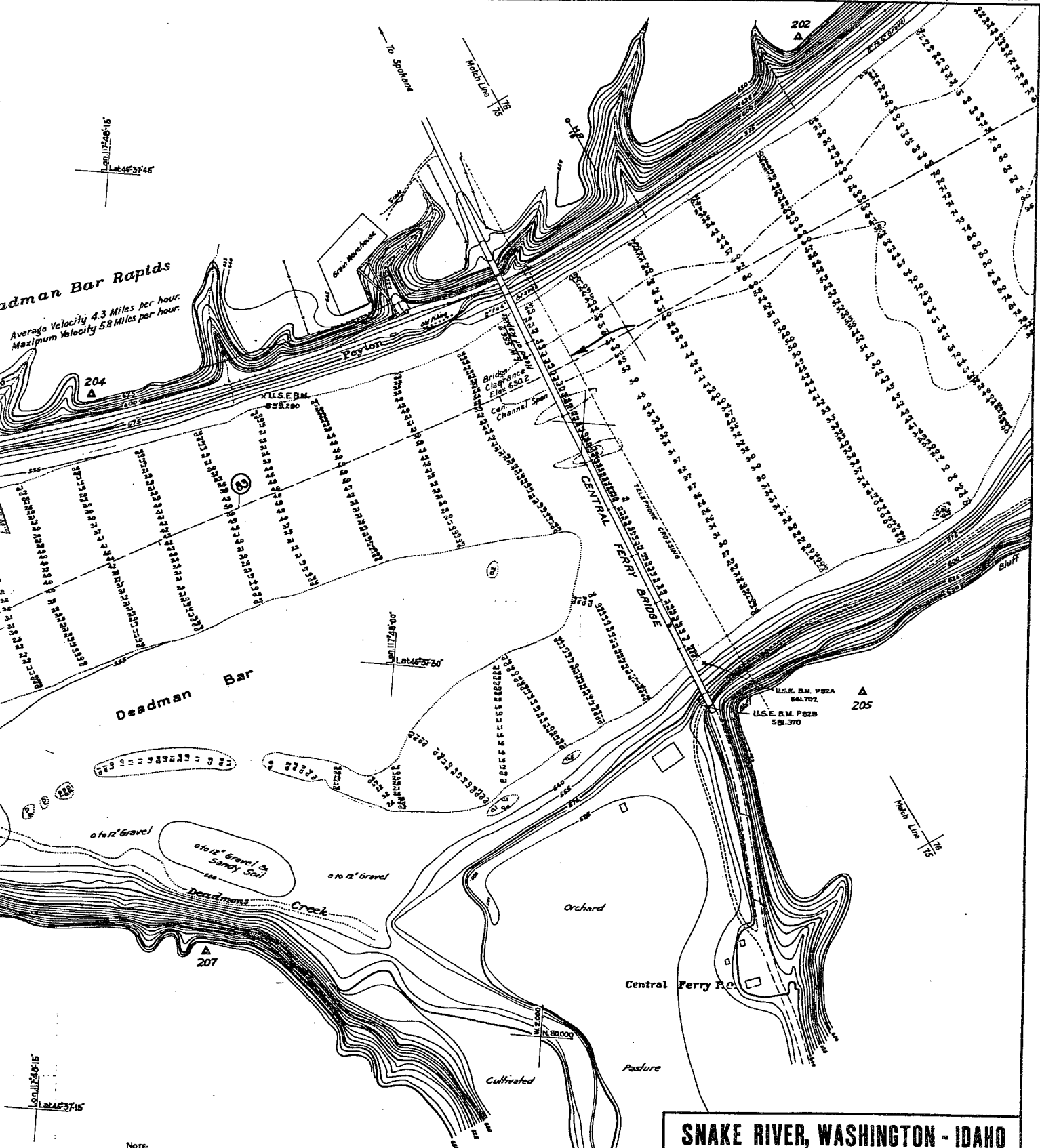
5 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (83)

Deadman Bar Rapids

Average Velocity 4.3 Miles per hour.
Maximum Velocity 5.8 Miles per hour.



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M.S.L. (FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1989 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

5 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (83)

SN-I-4/76
H-9-2/73

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 75

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Approved:

Allen L. Darr
Associate Engineer

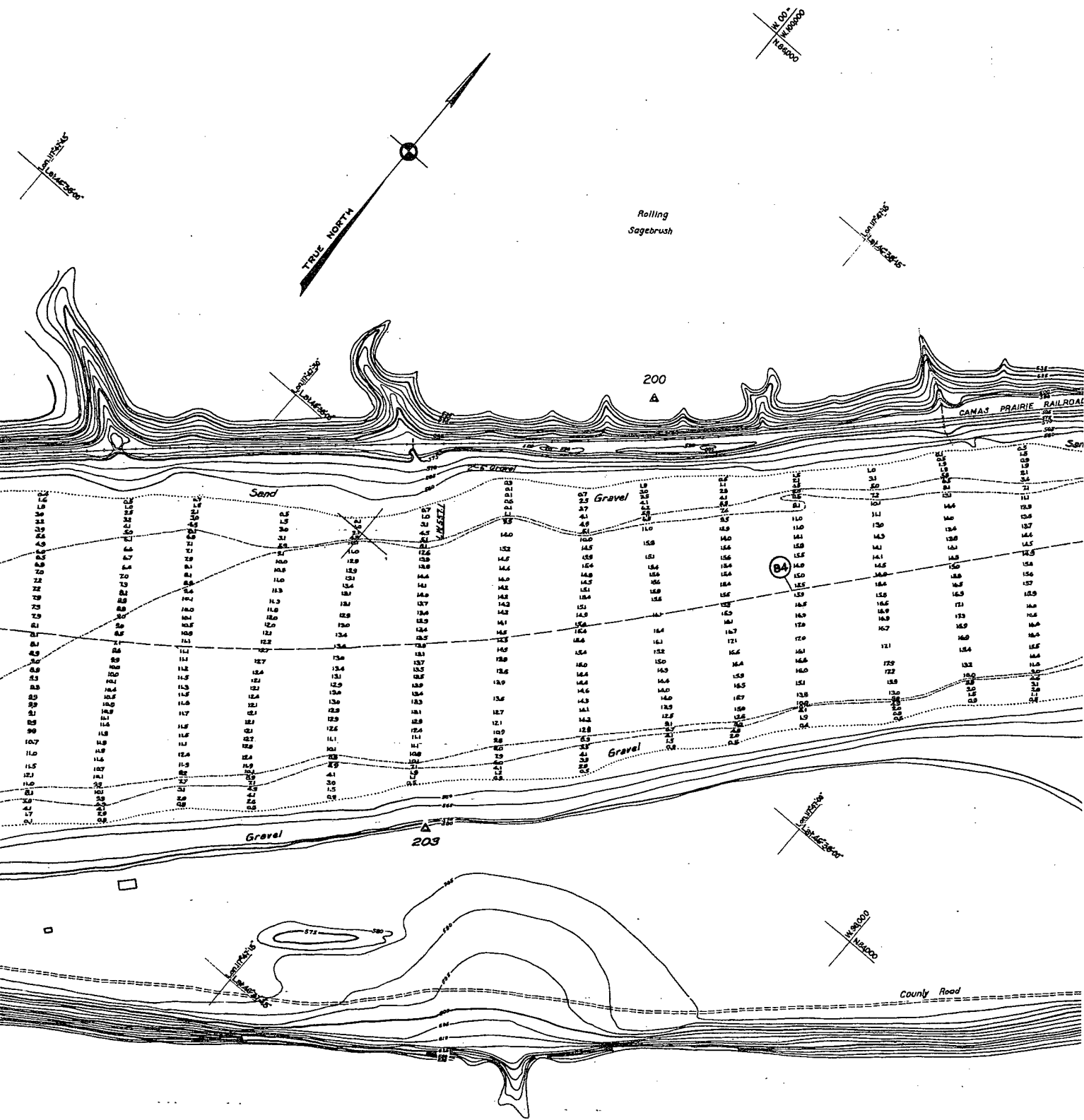
W. H. Williams
Major, Corps of Engineers

Drawn by H.L. S.A.M.

Transmitted with report dated June 10, 1935.

S N-I-12/75



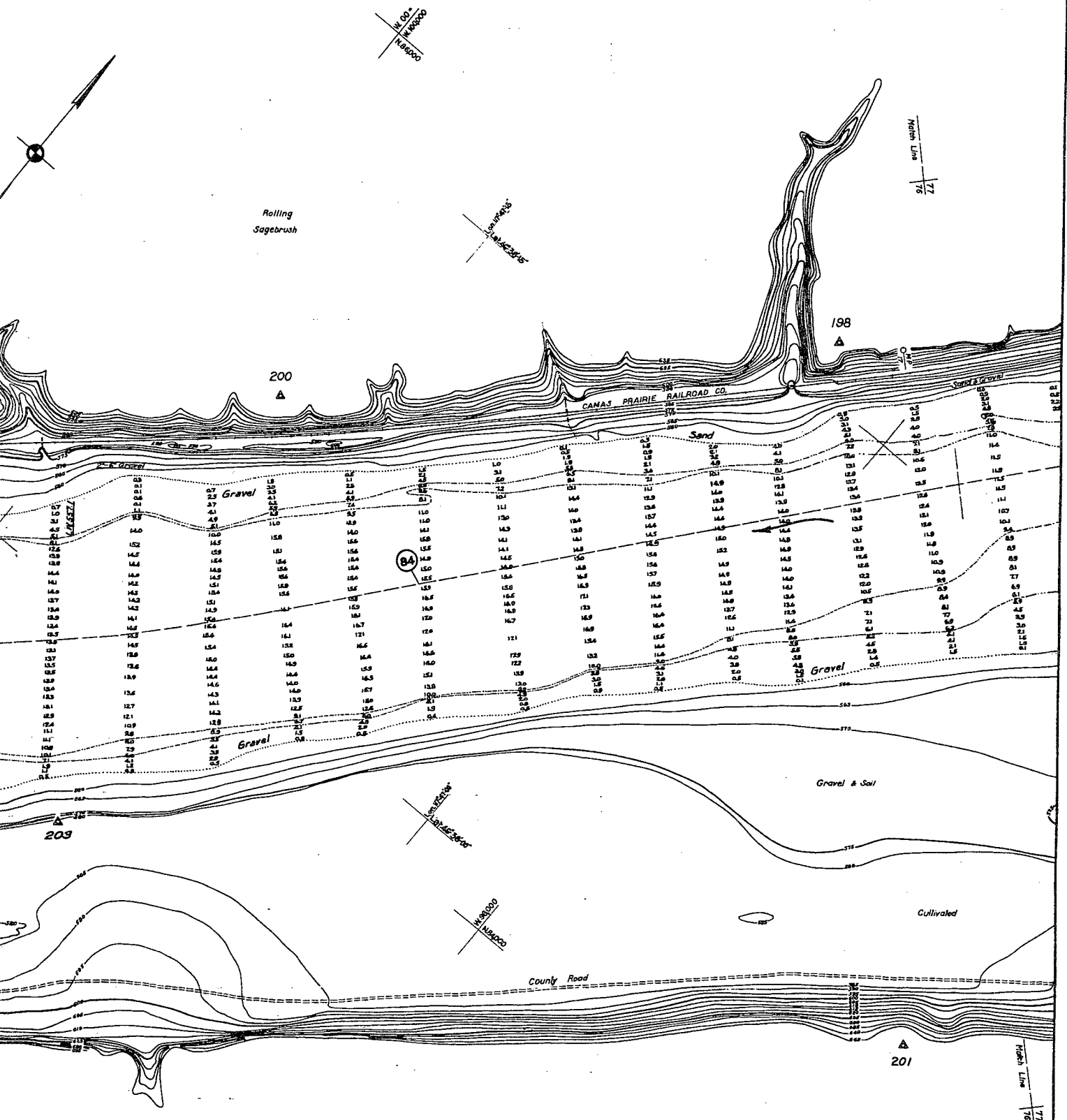


NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1989 ADJUSTMENT.)
 CONTOUR INTERVAL: 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 8 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (8.4)

SN-1-4/77
 H-9-2/76

U.S. Sub
 Draw



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1009 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ————

9 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN SALES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (84)

SN-1-4/77
H-9-2/76

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 76

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Allen L. Darr
Associate Engineer

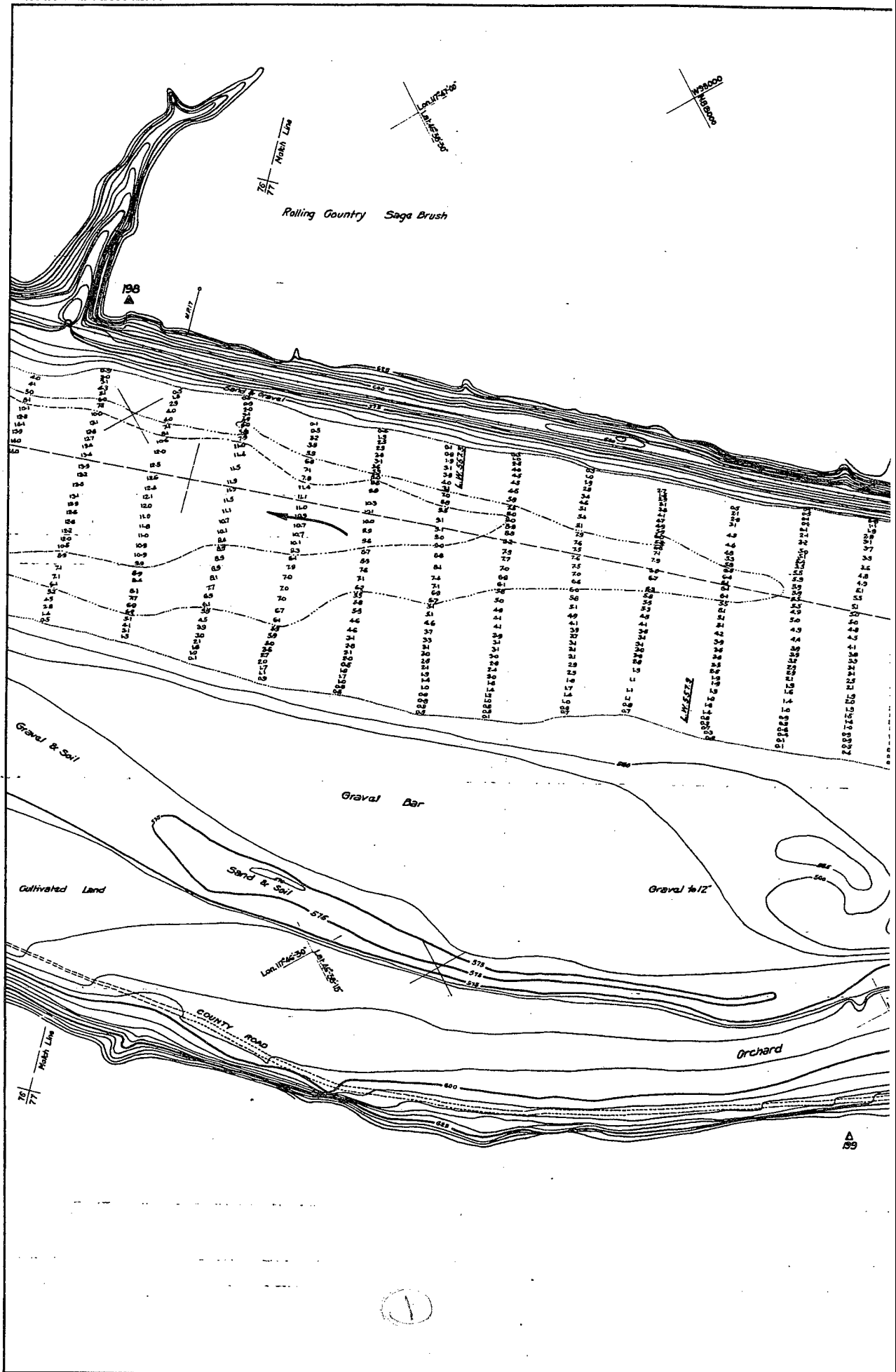
Approved:

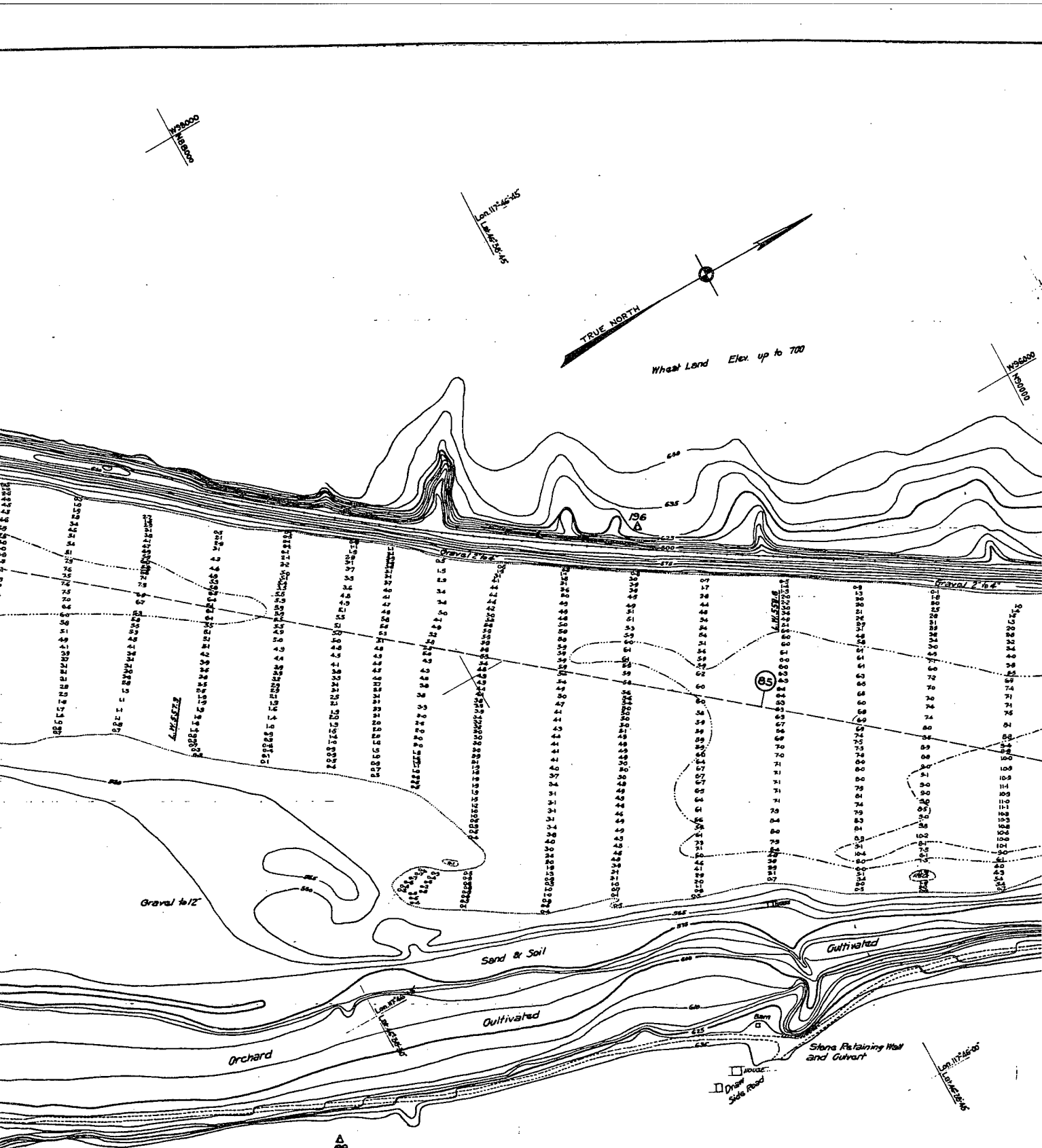
St. Williams
Major, Corps of Engineers

Drawn by C.A.D. S.A.M.

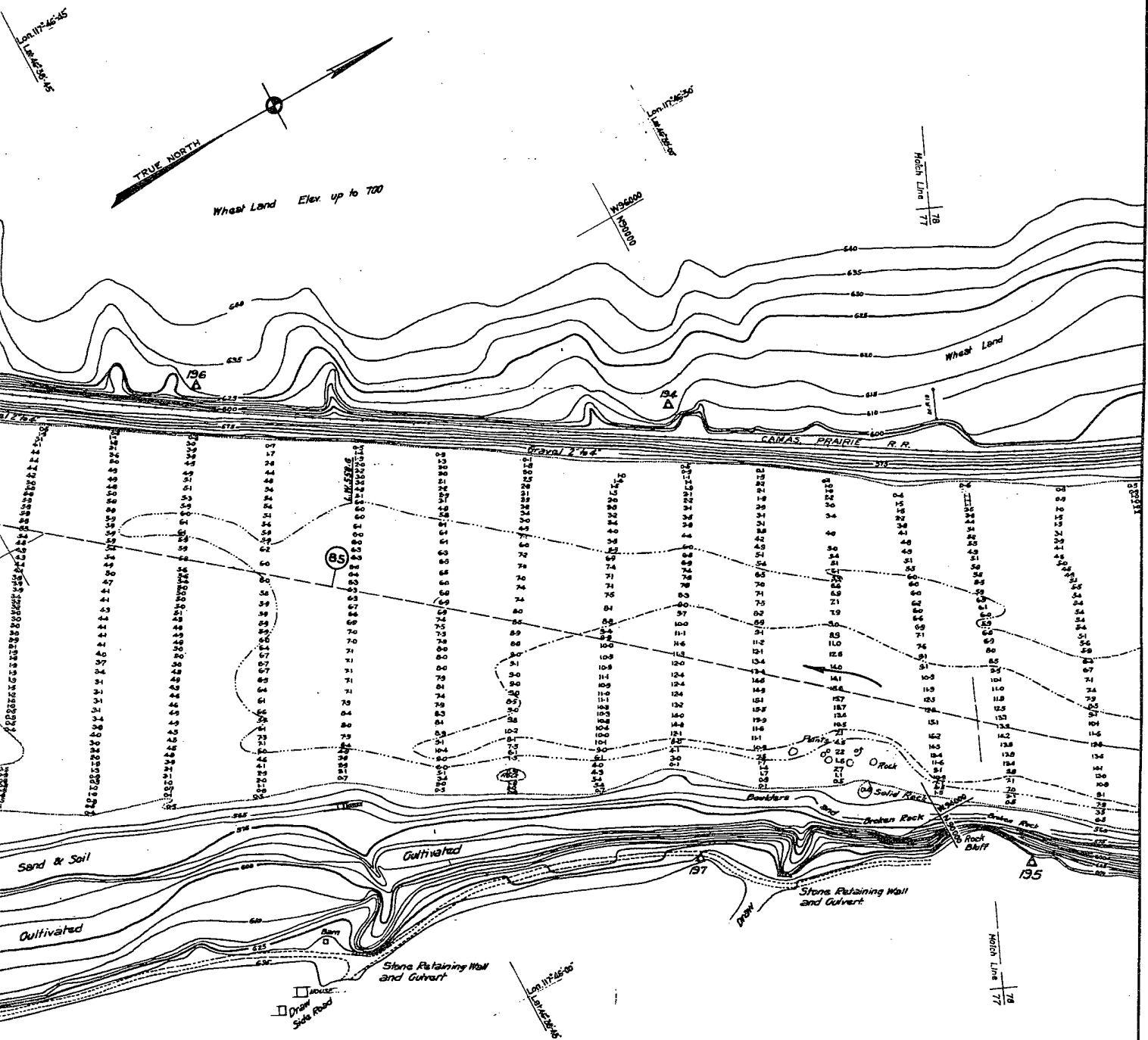
Transmitted with report dated June 10, 1935.

SN-1-12/76





NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DE
 LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU
 EL. 512.05 M.S.L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT A
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 8 FOOT DEPTH CURVE SHOWN THUS: - - - - -
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: - - - - -
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED O
 PROPOSED CHANNEL SHOWN THUS: (85)



NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M.S.L.
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT).
CONTOUR INTERVAL 5 FEET.
5 FOOT DEPTH CURVE SHOWN THUS: _____
8 FOOT DEPTH CURVE SHOWN THUS: _____
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (85)

SN-I-4/78
H-9-2/77

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 77

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Allen L. Davis
Associate Engineer

Approved:

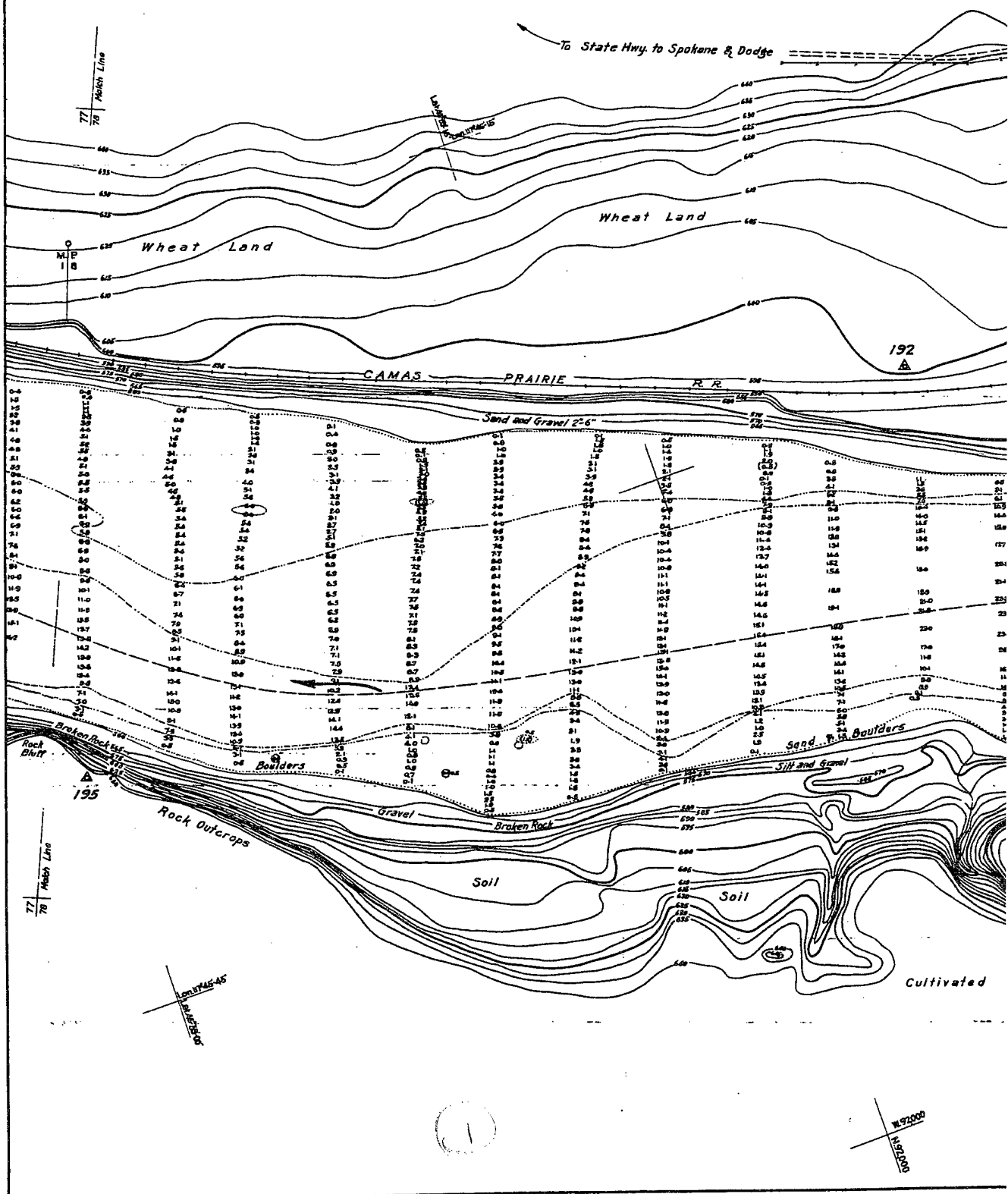
John Williams
Major, Corps of Engineers

Drawn by G.E.T. S.A.M.

Transmitted with report dated June 10, 1935.

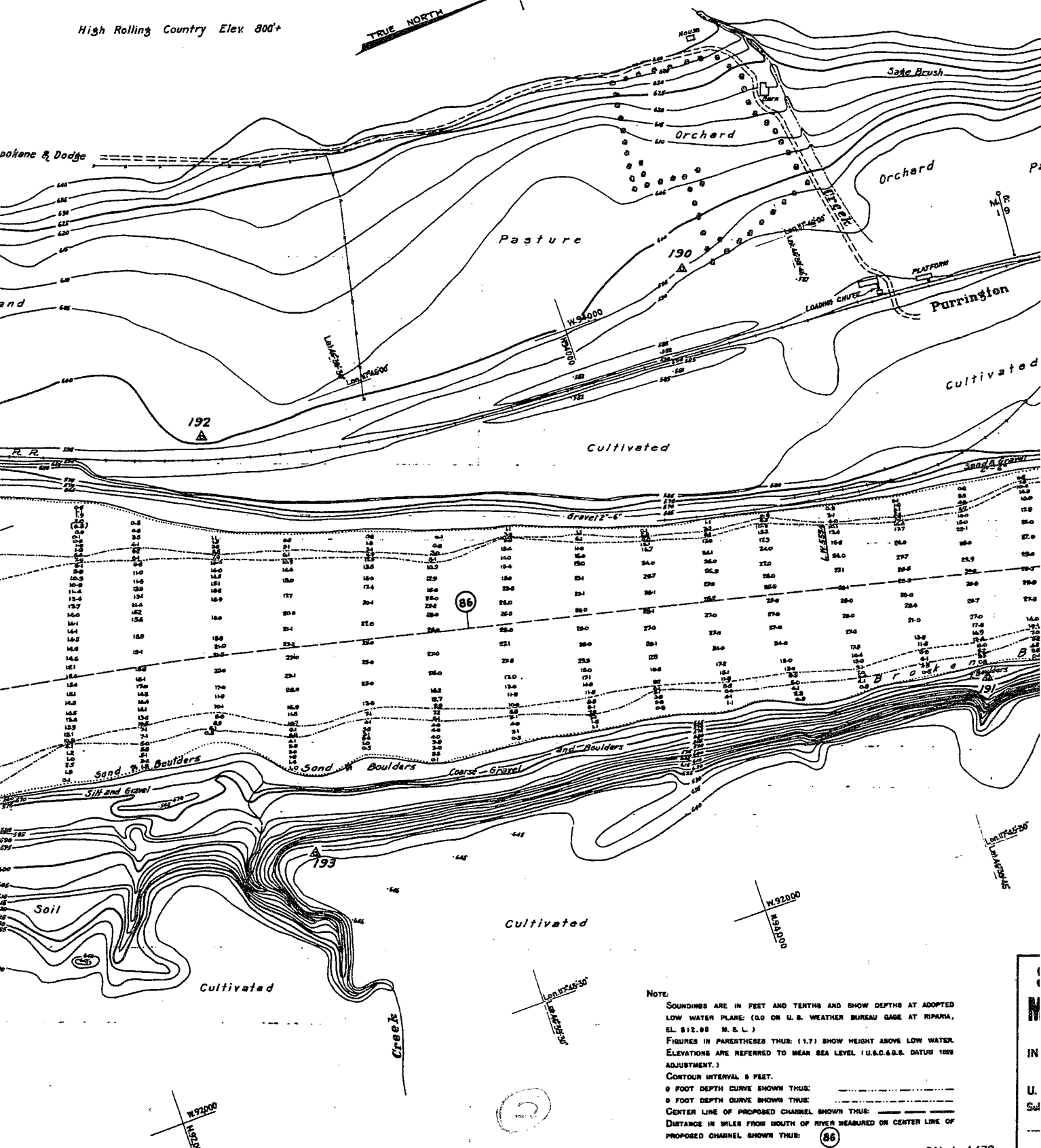
SN-I-12/77

High Rolling Country Elev. 800+



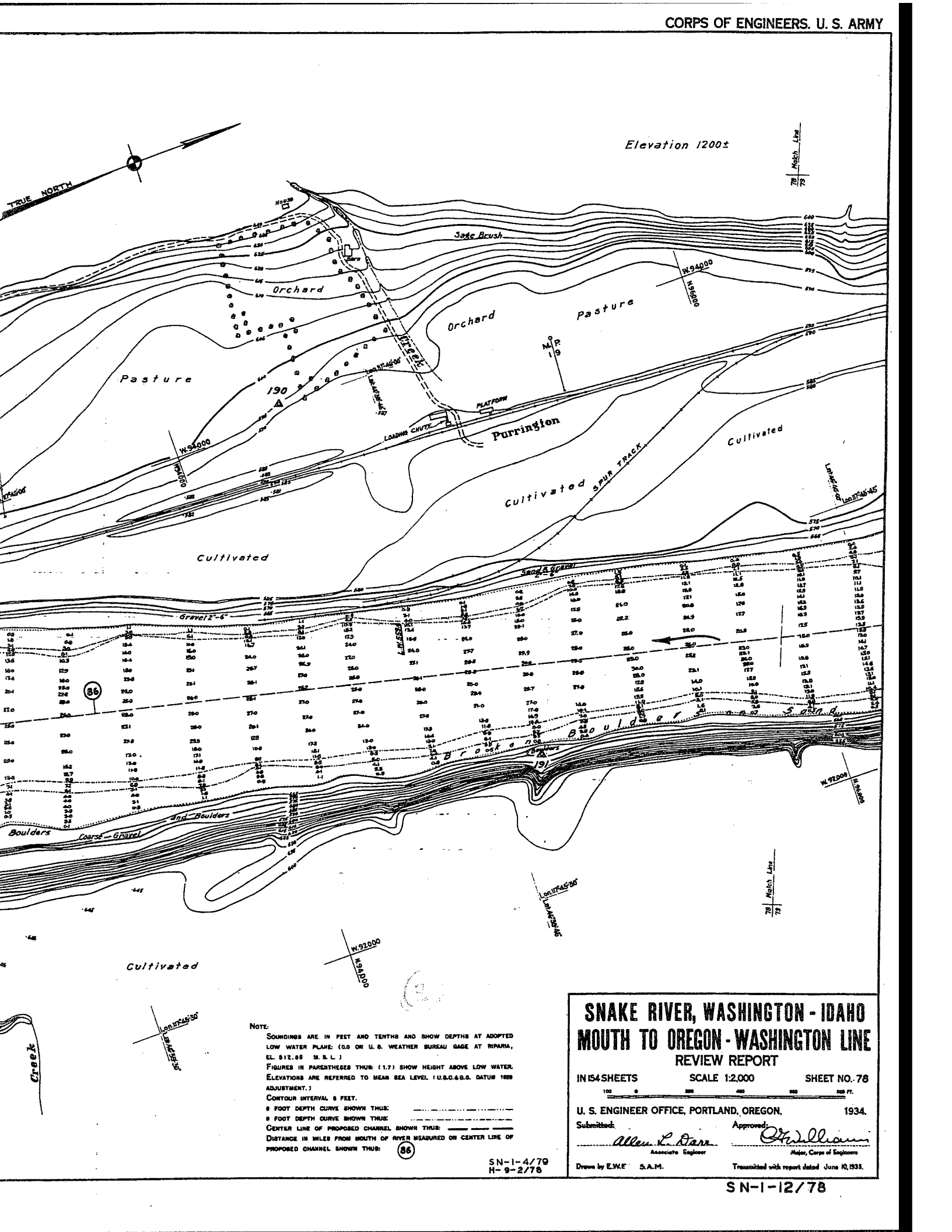
High Rolling Country Elev. 800+

TRUE NORTH



NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (0.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.88 M.S.L.)
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1089 ADJUSTMENT.)
CONTOUR INTERVAL 8 FEET.
8 FOOT DEPTH CURVE SHOWN THUS: _____
9 FOOT DEPTH CURVE SHOWN THUS: _____
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (86)

SN-1-4/79
H-9-2/78



CORPS OF ENGINEERS, U. S. ARMY

The figure is a detailed topographic map titled "SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT". It depicts a section of the Snake River valley, showing the river channel, surrounding terrain, and various land uses. Key features include:

- Topography:** Contour lines indicating elevation, with labels such as "Elevation 1200±". A north arrow points towards the upper left.
- Water Features:** The main river channel is shown with numerous soundings (depth measurements) along its length. Other smaller channels or creeks are also depicted.
- Land Uses:** Areas labeled include "Pasture", "Orchard", "Cultivated", "Gravel", "Boulders", "Sage Brush", and "Purrrington".
- Infrastructure:** A "LOADING CHUTE" and a "PLATFORM" are indicated near the riverbank.
- Survey Data:** Numerous numerical values representing elevations and depths are scattered throughout the map, particularly along the river channel.
- Map Elements:** Match lines are present at the top and bottom edges. A scale bar is located in the lower right corner.

Note:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.85 M.S.L.)
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
5 FOOT DEPTH CURVE SHOWN THUS: _____
5 FOOT DEPTH CURVE SHOWN THUS: _____
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (86)

**SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT**

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 78

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr Associate Engineer Approved: [Signature]
Major, Corps of Engineers

Drawn by E.W.E. S.A.M. Transmitted with report dated June 10, 1935.

SN-I-12/78

CORPS OF ENGINEERS, U. S. ARMY

NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U.S. WEATHER BUREAU GAGE AT RIMPAH, EL. 512.85 M.S.L.)
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
5 FOOT DEPTH CURVE SHOWN THUS: _____
5 FOOT DEPTH CURVE SHOWN THUS: _____
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (86)

SN-I-4/79
H-9-2/78

Snake River, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 78

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Allen L. Darr
Associate Engineer

Approved:

William H. Williams
Major, Corps of Engineers

Drawn by E.W.E. S.A.M.

Transmitted with report dated June 10, 1935.

SN-I-12/78

CORPS OF ENGINEERS, U. S. ARMY

The figure is a detailed topographic map titled "SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT". It depicts a section of the Snake River valley, showing the river channel, surrounding terrain, and various land uses. Key features include:

- Topography:** Contour lines indicating elevation, with labels such as "Elevation 1200±". A north arrow points towards the upper left.
- Water Features:** The main river channel is shown with numerous soundings (depth measurements) along its course. Other smaller channels or creeks are also depicted.
- Land Uses:** Areas labeled include "Pasture", "Orchard", "Cultivated", "Gravel", "Boulders", "Sage Brush", and "Purrrington".
- Infrastructure:** A "LOADING CHUTE" and a "PLATFORM" are indicated near the riverbank.
- Survey Data:** Numerous numerical values representing elevations and depths are scattered throughout the map, particularly along the river channel.
- Map Elements:** Match lines are present at the top and bottom edges. A scale bar indicates distances up to 100 feet.

Note:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.85 M.S.L.)
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
5 FOOT DEPTH CURVE SHOWN THUS:
5 FOOT DEPTH CURVE SHOWN THUS:
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS:
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (86)

**SNAKE RIVER, WASHINGTON - IDAHO
MOUTH TO OREGON - WASHINGTON LINE
REVIEW REPORT**

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 78

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: Allen L. Darr Associate Engineer Approved: [Signature]
Major, Corps of Engineers

Drawn by E.W.E. S.A.M. Transmitted with report dated June 10, 1935.

SN-I-12/78

CORPS OF ENGINEERS, U. S. ARMY

Snake River, Washington - Idaho
Mouth to Oregon - Washington Line
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 78

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: *Allen L. Darr* Associate Engineer
 Approved: *William* Major, Corps of Engineers

Drawn by E.W.E. S.A.M. Transmitted with report dated June 10, 1935.

SN-1-4/79
 H-9-2/78

SN-1-12/78

NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U.S. WEATHER BUREAU GAGE AT RIMPA, EL. 512.85 M.S.L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 8 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (86)

CORPS OF ENGINEERS, U. S. ARMY

Snake River, Washington - Idaho
Mouth to Oregon - Washington Line
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 78

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: *Allen L. Darr* Approved: *William*
 Associate Engineer Major, Corps of Engineers

Drawn by E.W.E. S.A.M. Transmitted with report dated June 10, 1935.

SN-1-4/79
 H-9-2/78

SN-1-12/78

NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U.S. WEATHER BUREAU GAGE AT RIMPA, EL. 512.85 M.S.L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 8 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (86)

[illegible][illegible]

CORPS OF ENGINEERS, U. S. ARMY

Snake River, Washington - Idaho
Mouth to Oregon - Washington Line
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 78

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: *Allen L. Darr* Approved: *William*
 Associate Engineer Major, Corps of Engineers

Drawn by E.W.E. S.A.M. Transmitted with report dated June 10, 1935.

SN-1-4/79
 H-9-2/78

SN-1-12/78

NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U.S. WEATHER BUREAU GAGE AT RIMPAH, EL. 512.85 M.S.L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 8 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (86)

[illegible][illegible]

CORPS OF ENGINEERS, U. S. ARMY

Snake River, Washington - Idaho
Mouth to Oregon - Washington Line
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 78

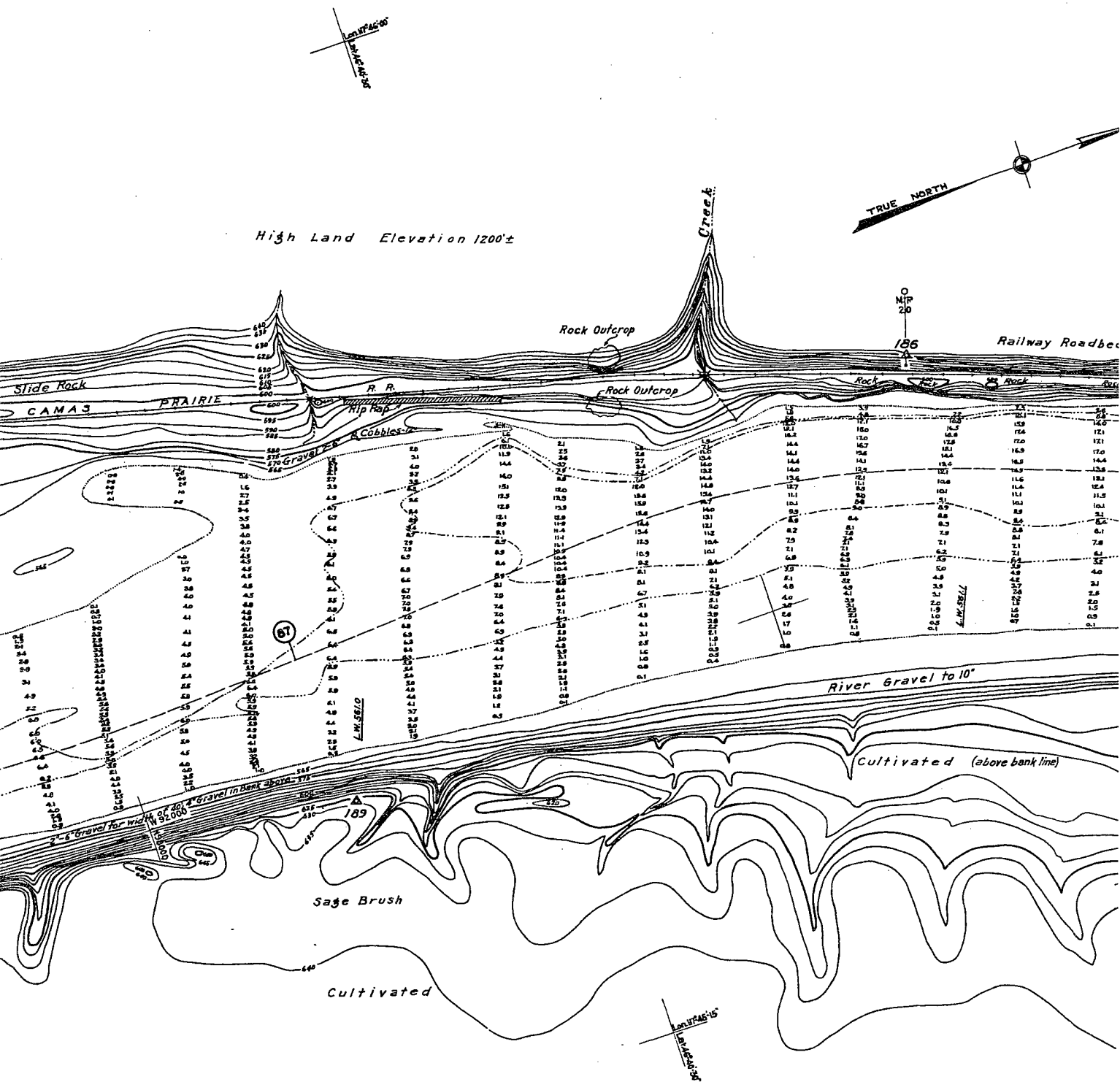
U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: *Allen L. Darr* Associate Engineer
 Approved: *William* Major, Corps of Engineers

Drawn by E.W.E. S.A.M. Transmitted with report dated June 10, 1935.

SN-1-4/79
 H-9-2/78
 SN-1-12/78

NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U.S. WEATHER BUREAU GAGE AT RIMPAH, EL. 512.85 M.S.L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 8 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (86)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAUGE AT RIPARIA, EL. 812.05 M.S.L.

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1989 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

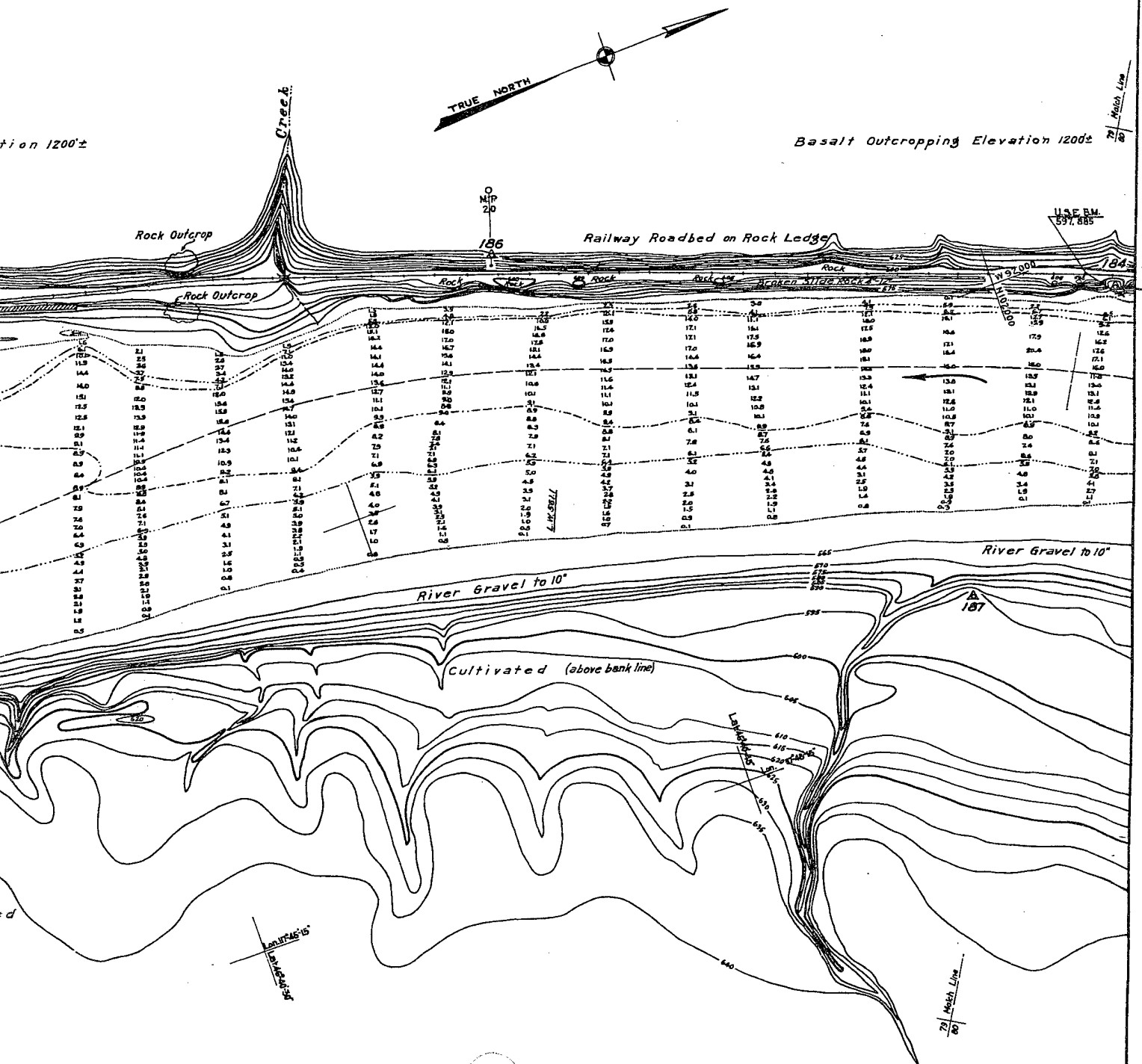
5 FOOT DEPTH CURVE SHOWN THUS: _____

10 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (87)

tion 1200±



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIFARIA, EL. 812.08 M. S. L. ()

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO NEAR SEA LEVEL (U.S.C. & G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL, 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: - - - - -

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (87)

SN-1-4/80
H-9-2/79

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 54 SHEETS

SCALE 1:2,000

SHEET NO. 79

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

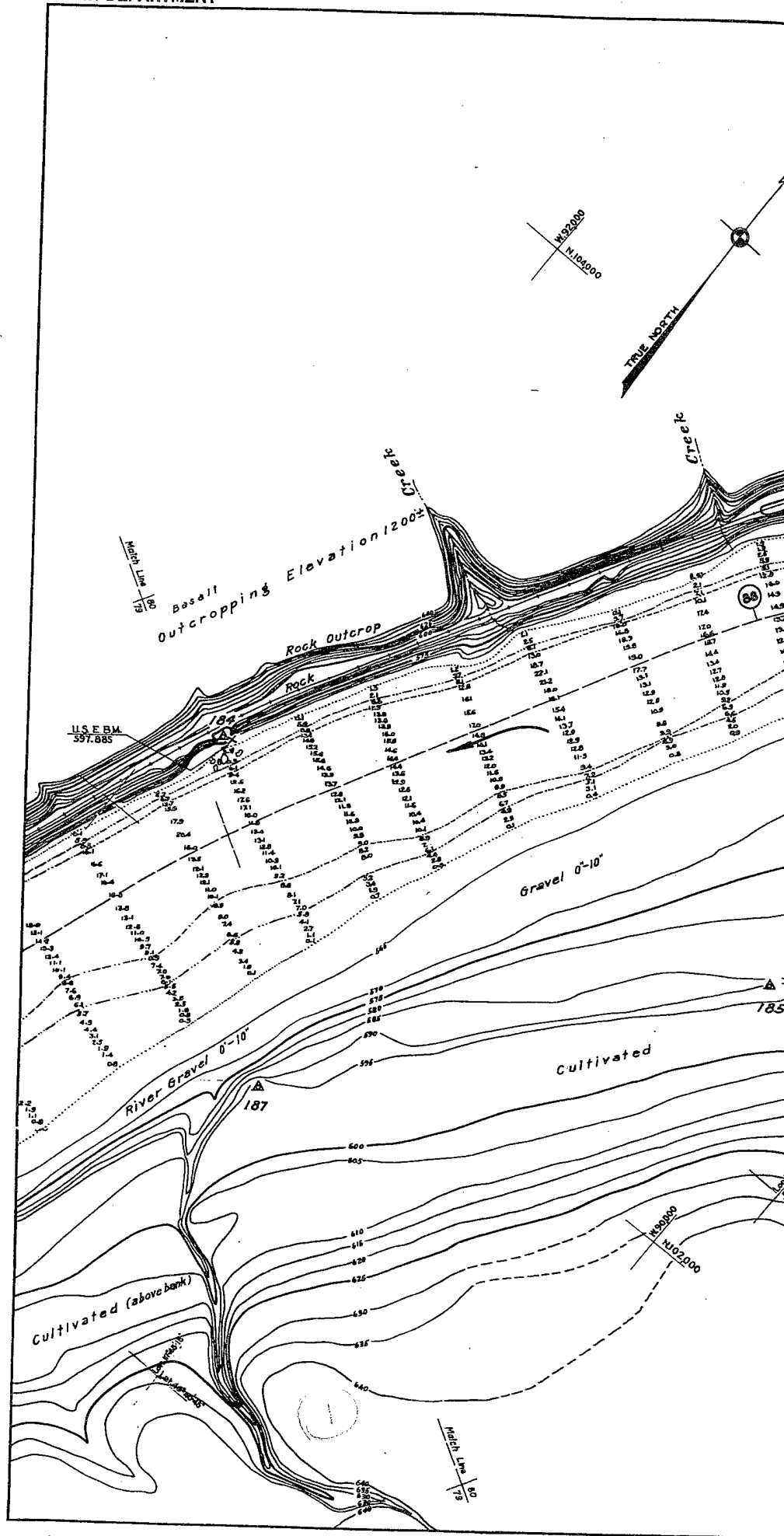
Alfred L. Darr
Assistant Engineer

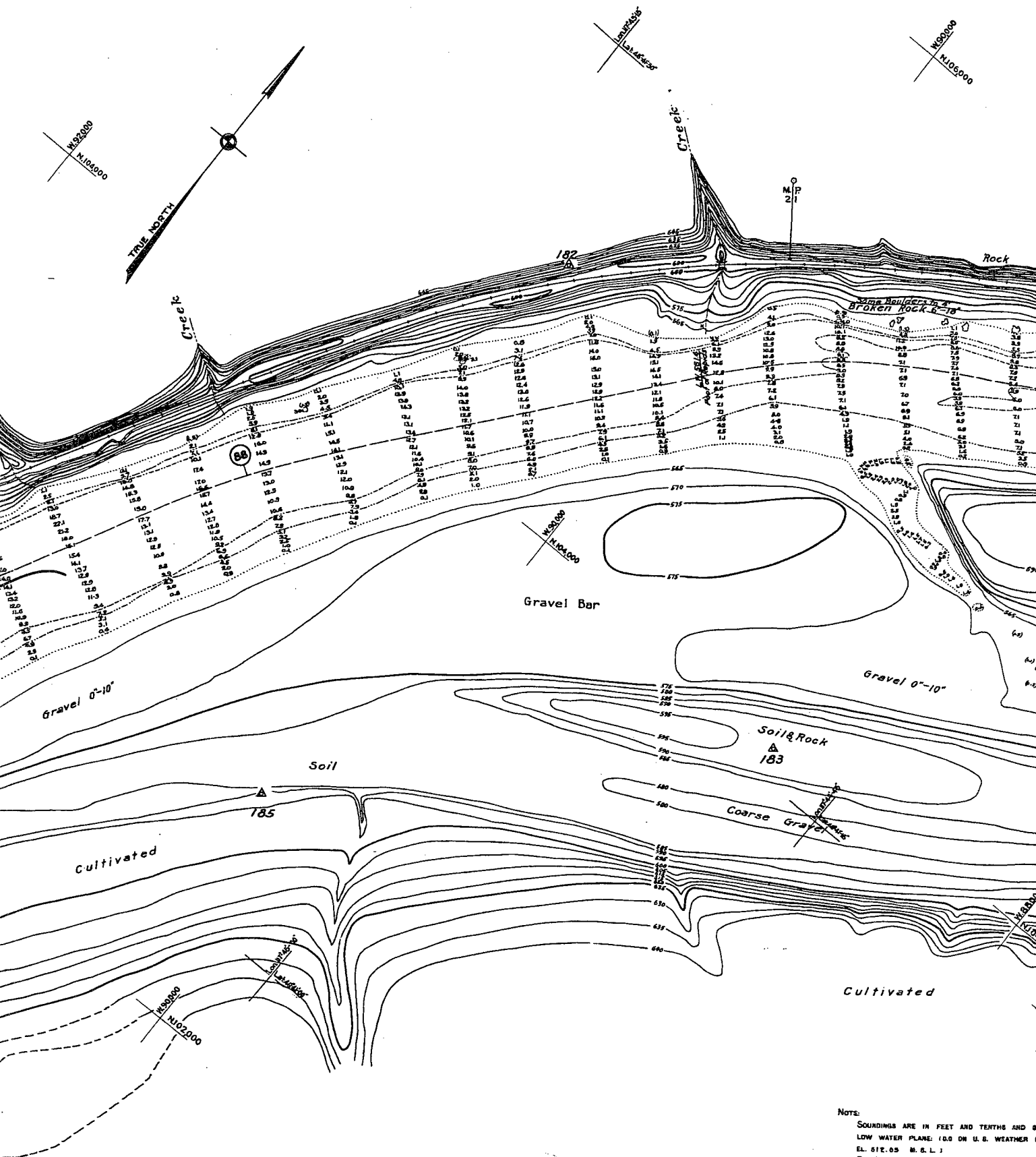
Chas. L. Williams
Major, Corps of Engineers

Drawn by E.W.F. S.A.M.

Transmitted with report dated June 10, 1933.

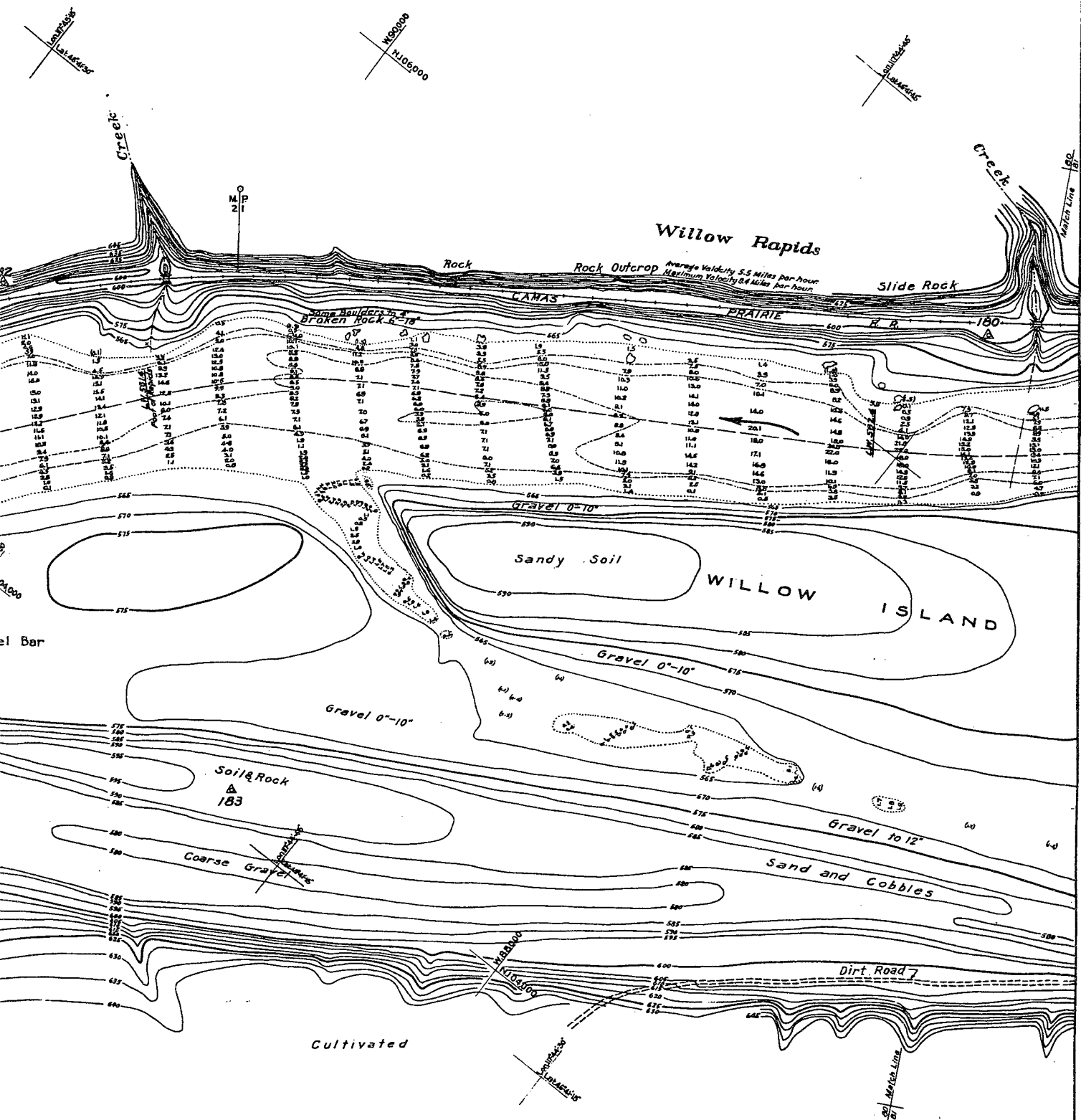
SN-1-12/79





NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND @
 LOW WATER PLANE: (0.5 ON U.S. WEATHER I
 EL. 81E.05 M. S. L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW IN
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: ---
 5 FOOT DEPTH CURVE SHOWN THUS: ---
 CENTER LINE OF PROPOSED CHANNEL SHOWN TI
 DISTANCE IN MILES FROM MOUTH OF RIVER MEAN
 PROPOSED CHANNEL SHOWN THUS: (88)

(2)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U. S. C. & G. DATUM 1929 ADJUSTMENT.)
 CONTOUR INTERVAL: 5 FEET.
 6 FOOT DEPTH CURVE SHOWN THUS: _____
 9 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

(88)

SN-1-4/81
 H-9-2/80

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 80

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Approved:

Allen L. Barr

J. Williams

Associate Engineer

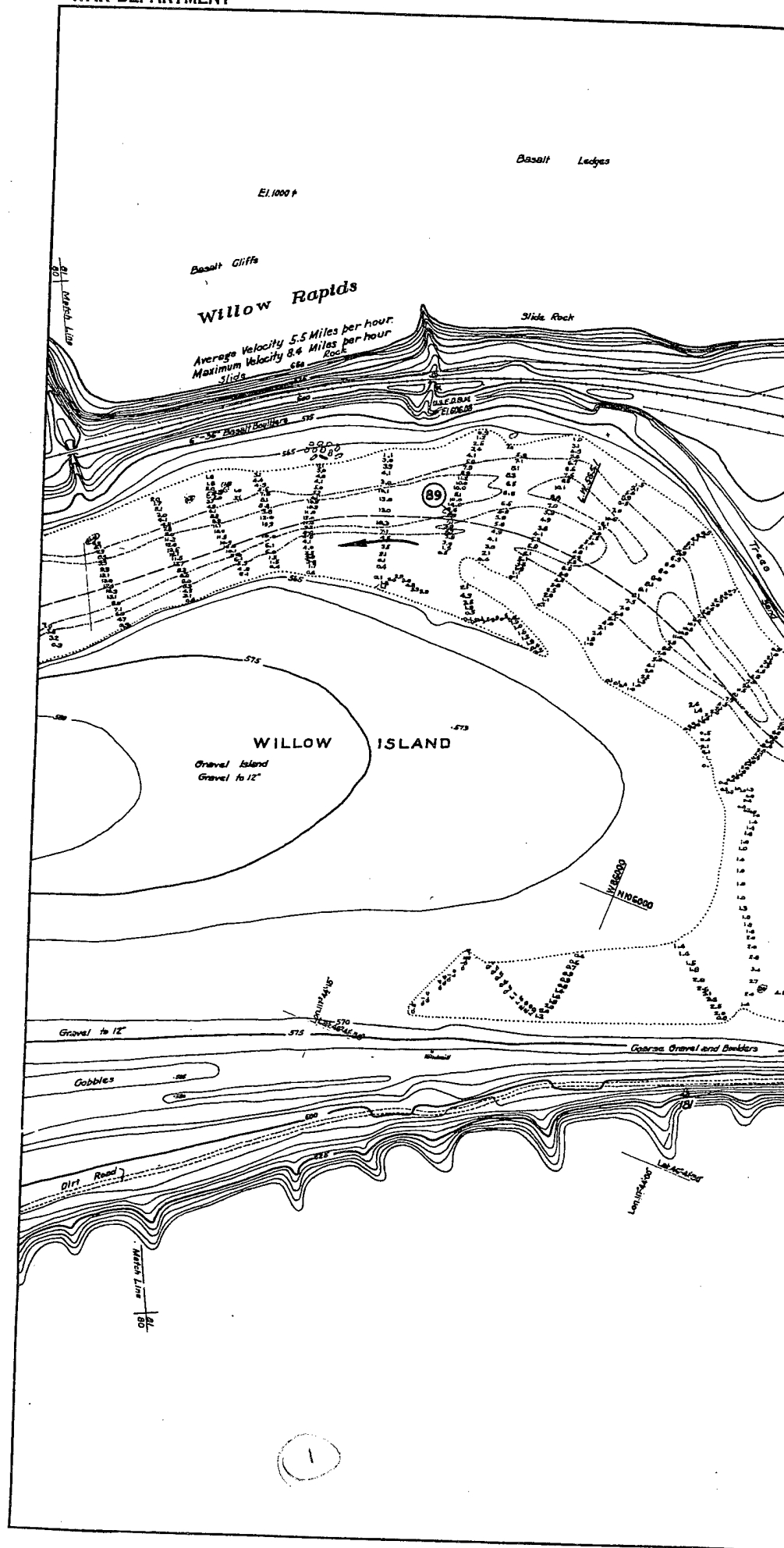
Major, Corps of Engineers

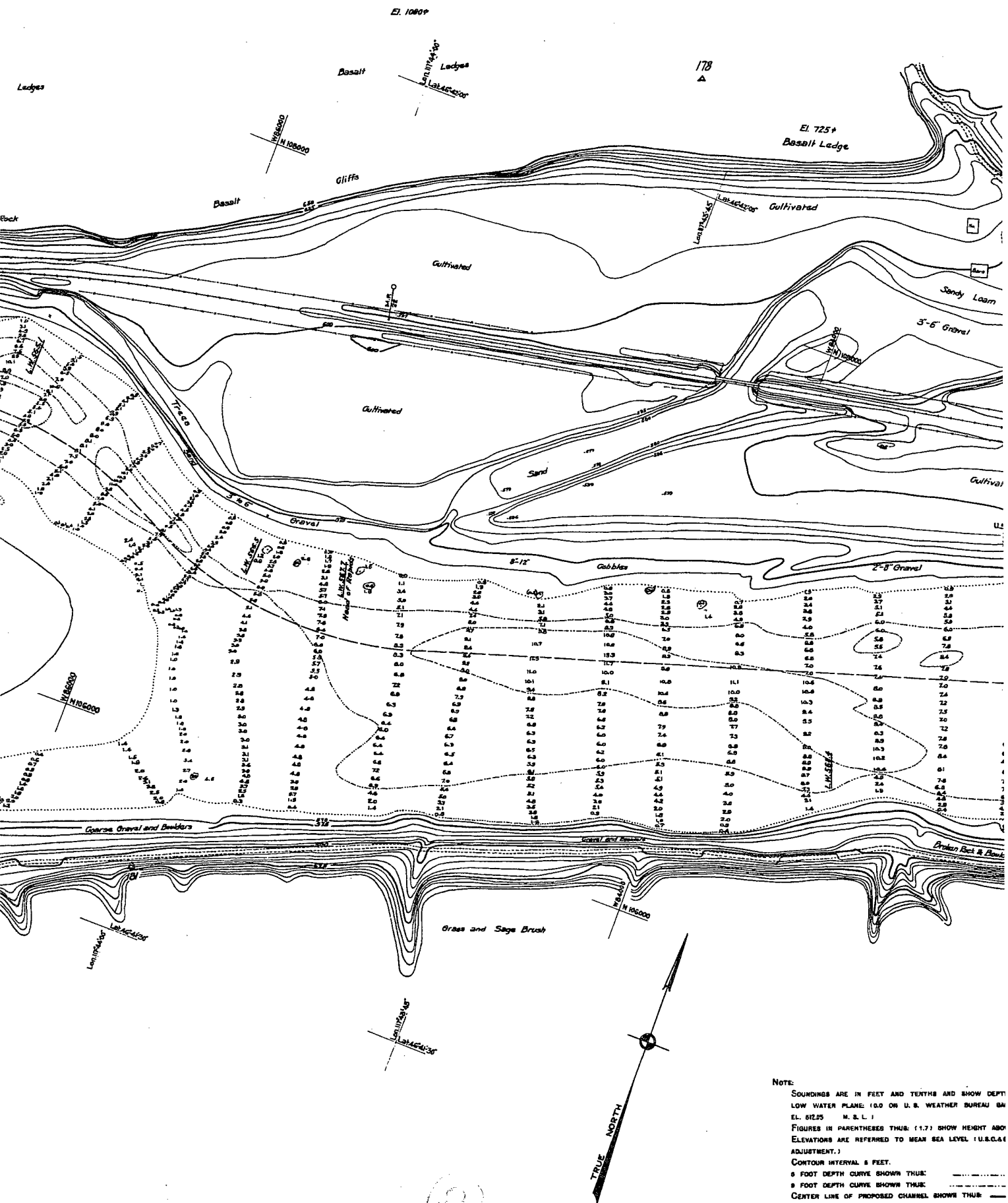
Drawn by E.W.F. S.A.M.

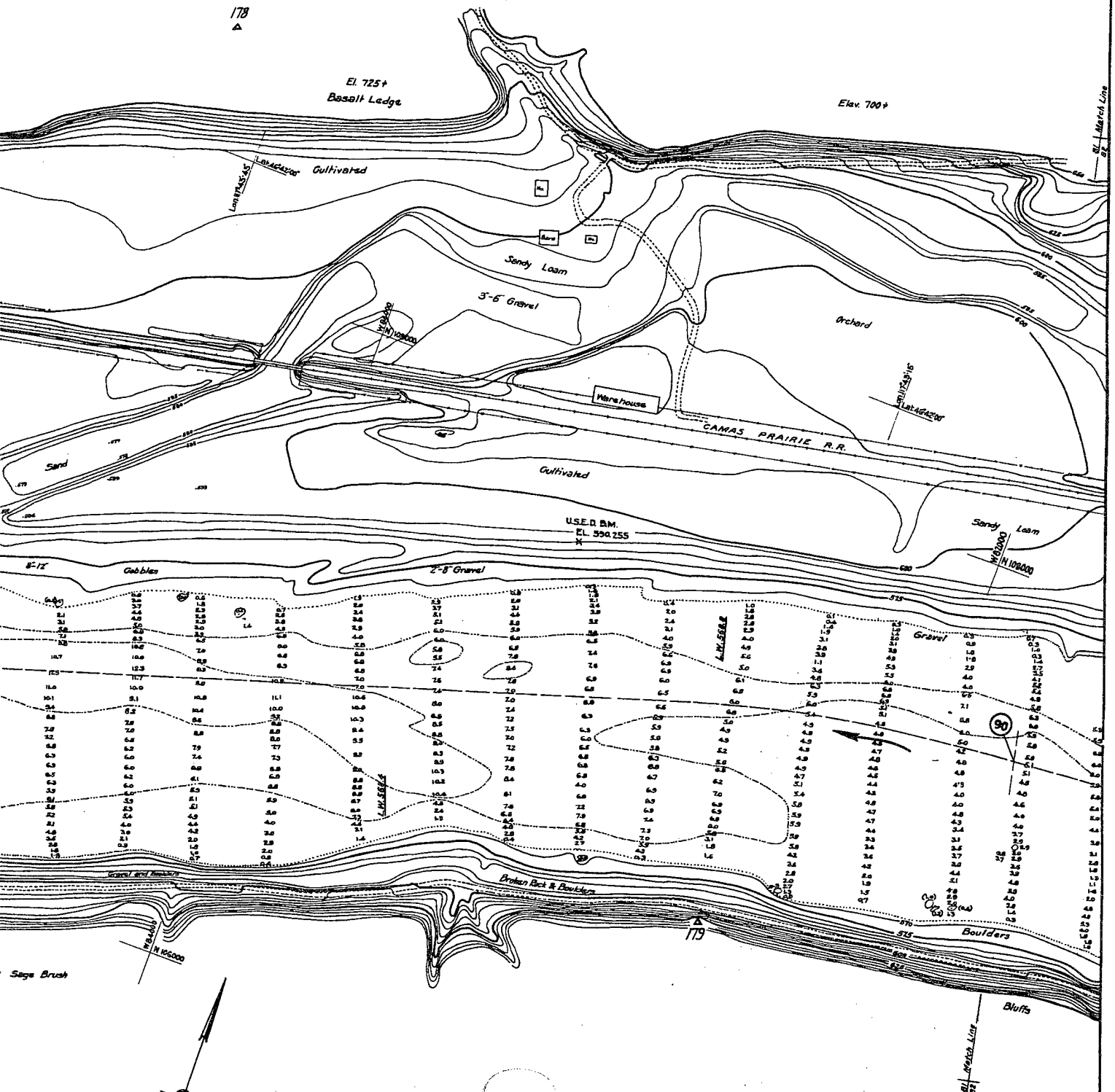
Transmitted with report dated June 10, 1935.

SN-1-12/80

WAR DEPARTMENT







NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.25 M. & L. 1

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

0 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF

PROPOSED CHANNEL SHOWN THUS: (90)

SN-1-4/82
H-9-2/81

Snake River, Washington - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 81

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Allen L. Dam
Associate Engineer

Approved:

W. J. Williams
Major, Corps of Engineers

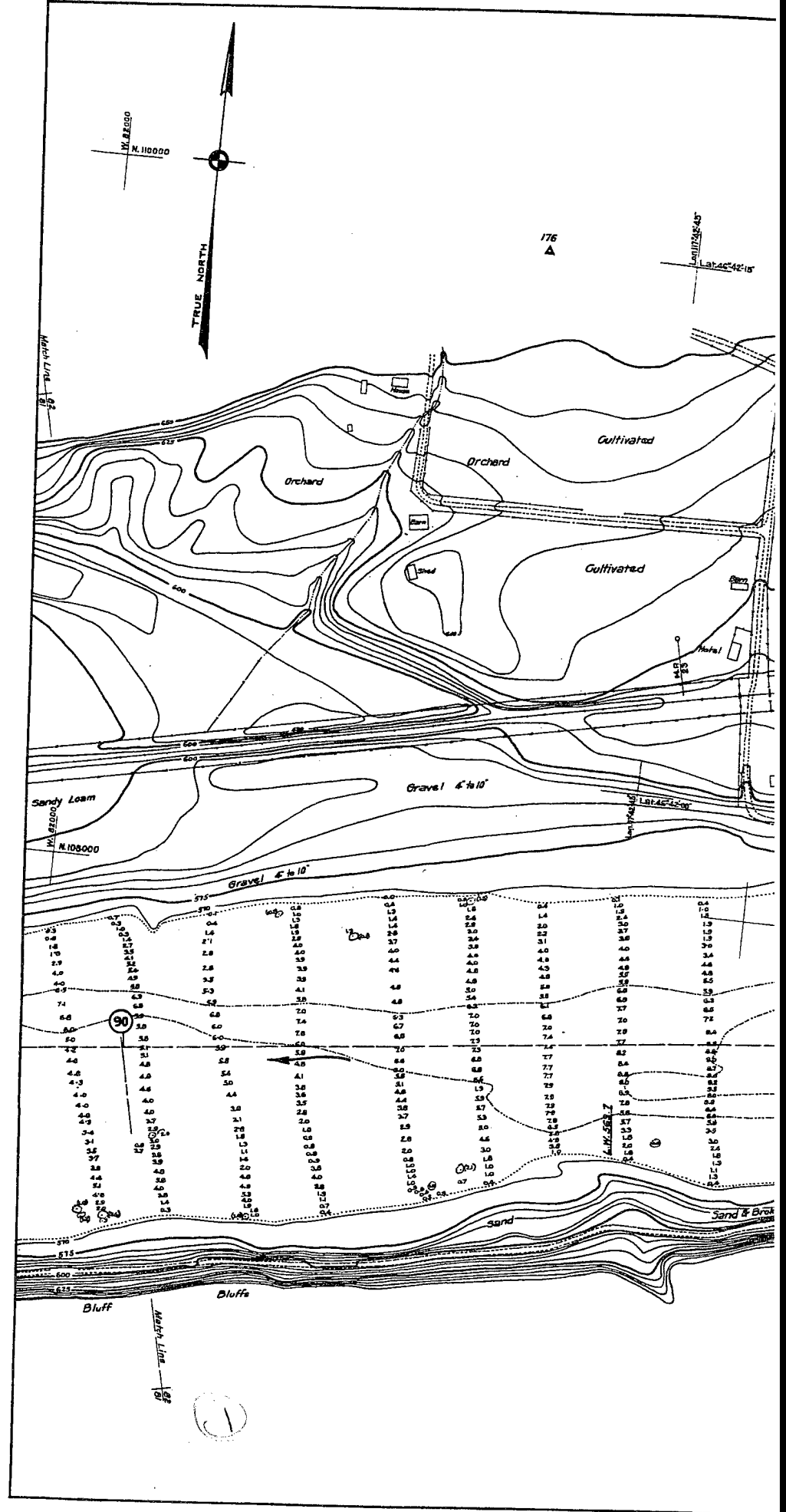
Drawn by G.E.T.

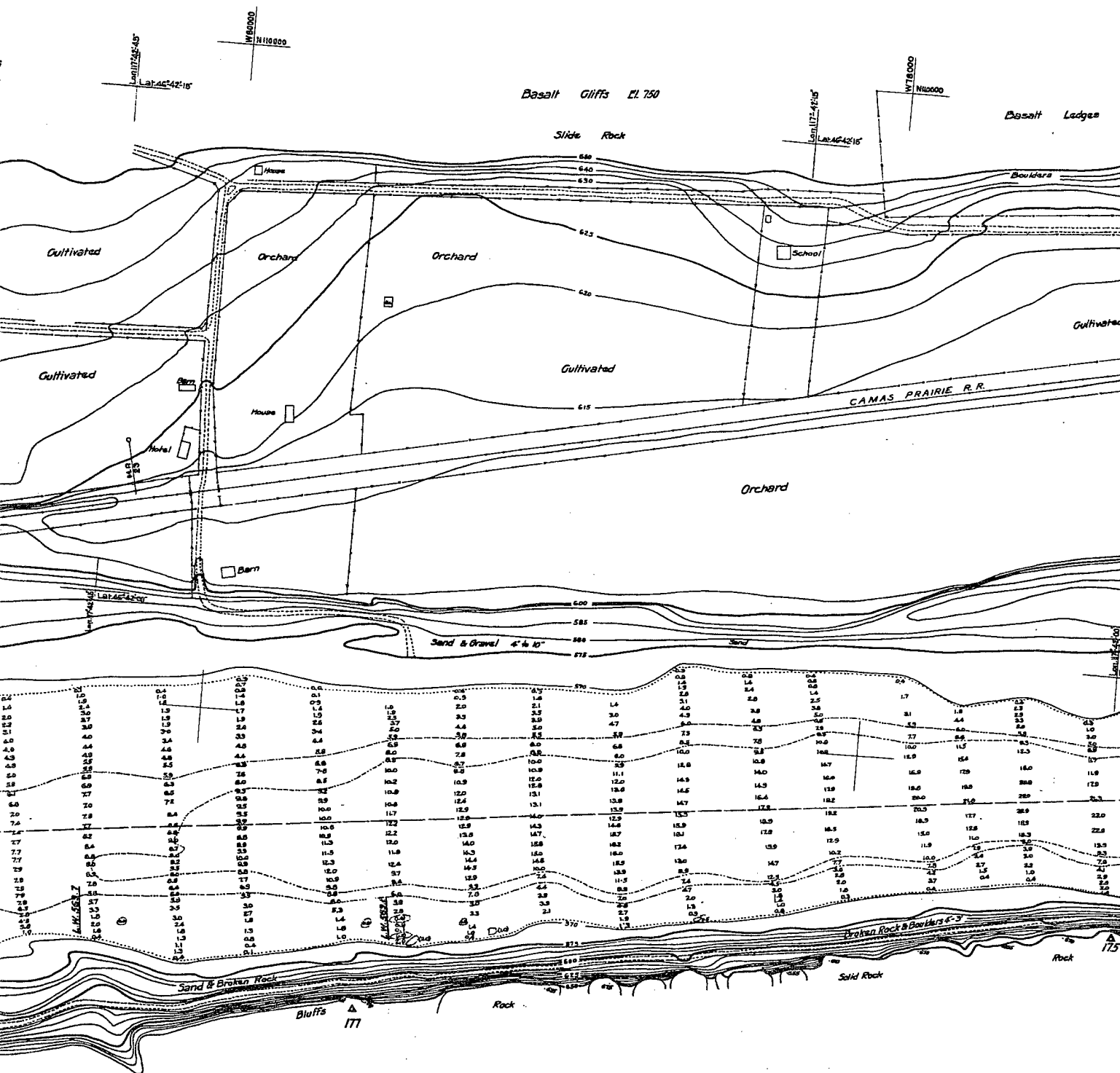
S.A.M.

Transcribed with report dated June 10, 1935.

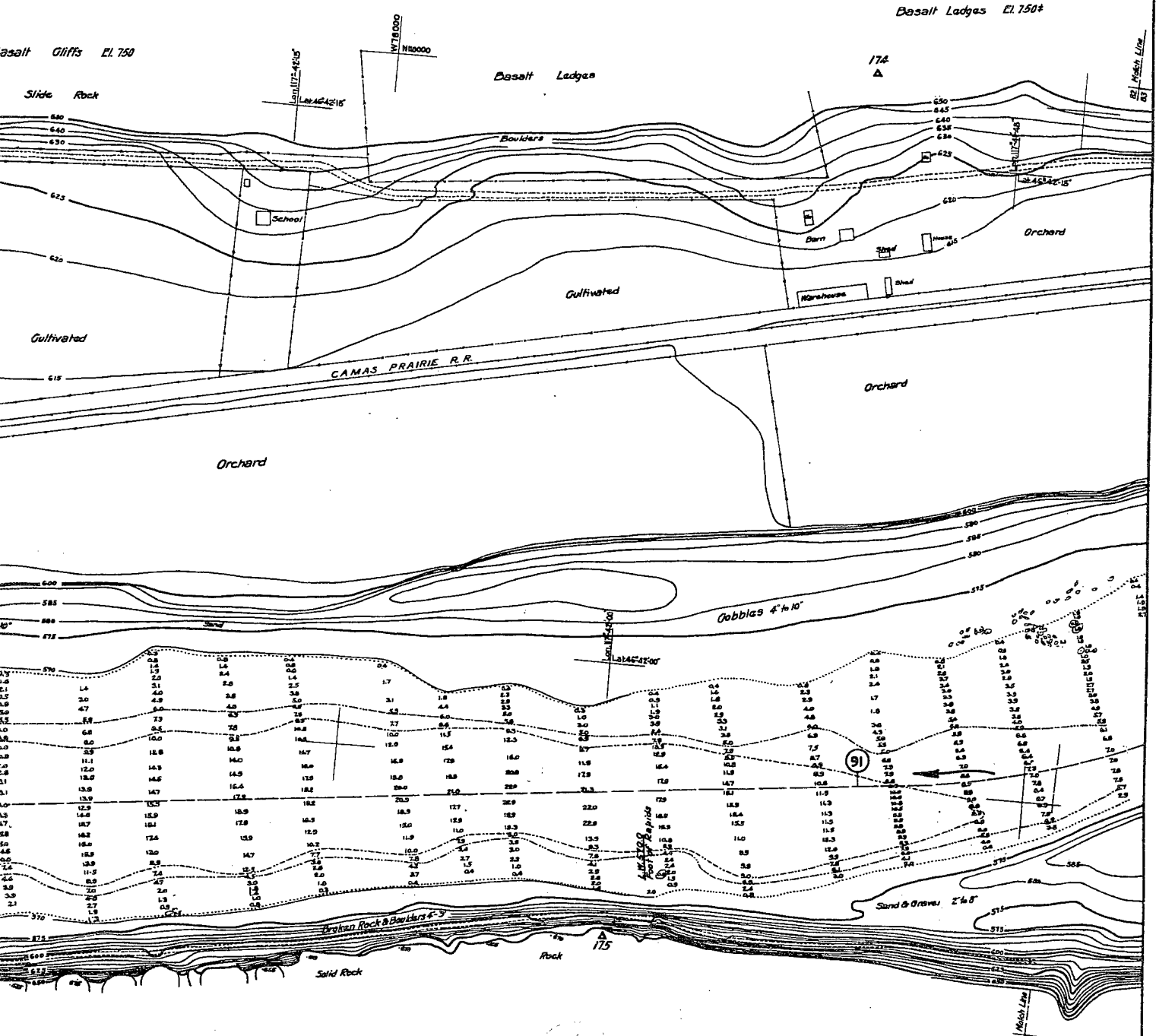
SN-1-12/81

WAR DEPARTMENT





NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS
 LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE
 EL. 5125 N. S. L. 1
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S.
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: ————
 9 FOOT DEPTH CURVE SHOWN THUS: ————
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CE
 PROPOSED CHANNEL SHOWN THUS: (91)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 8125 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (91)

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 82

100 0 200 400 600 800 FT.

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Darr
Associate Engineer

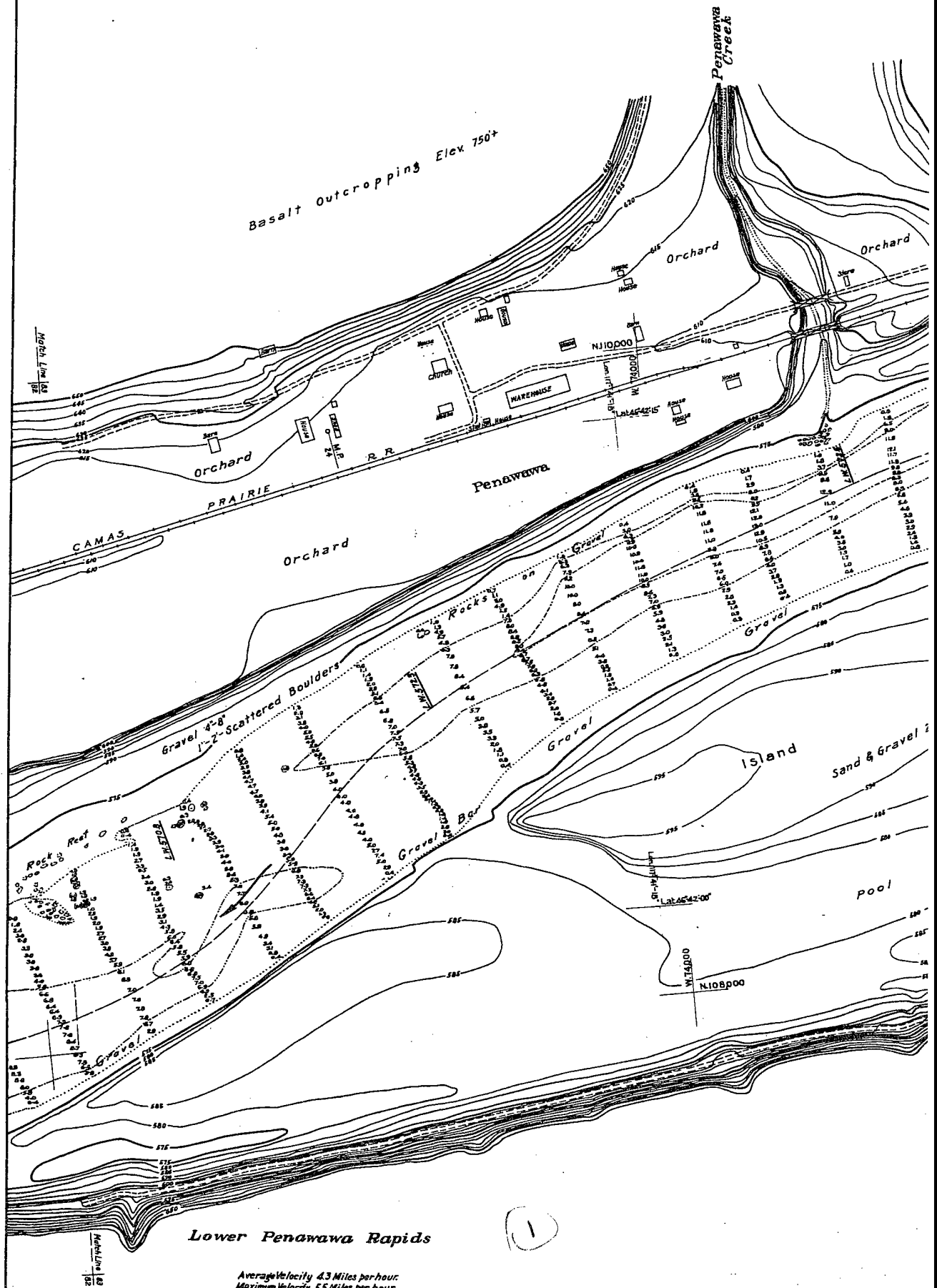
William
Major, Corps of Engineers

Drawn by G.E.T. S.A.M.

Transmitted with report dated June 10, 1935.

SN-1-4/83
H-9-2/82

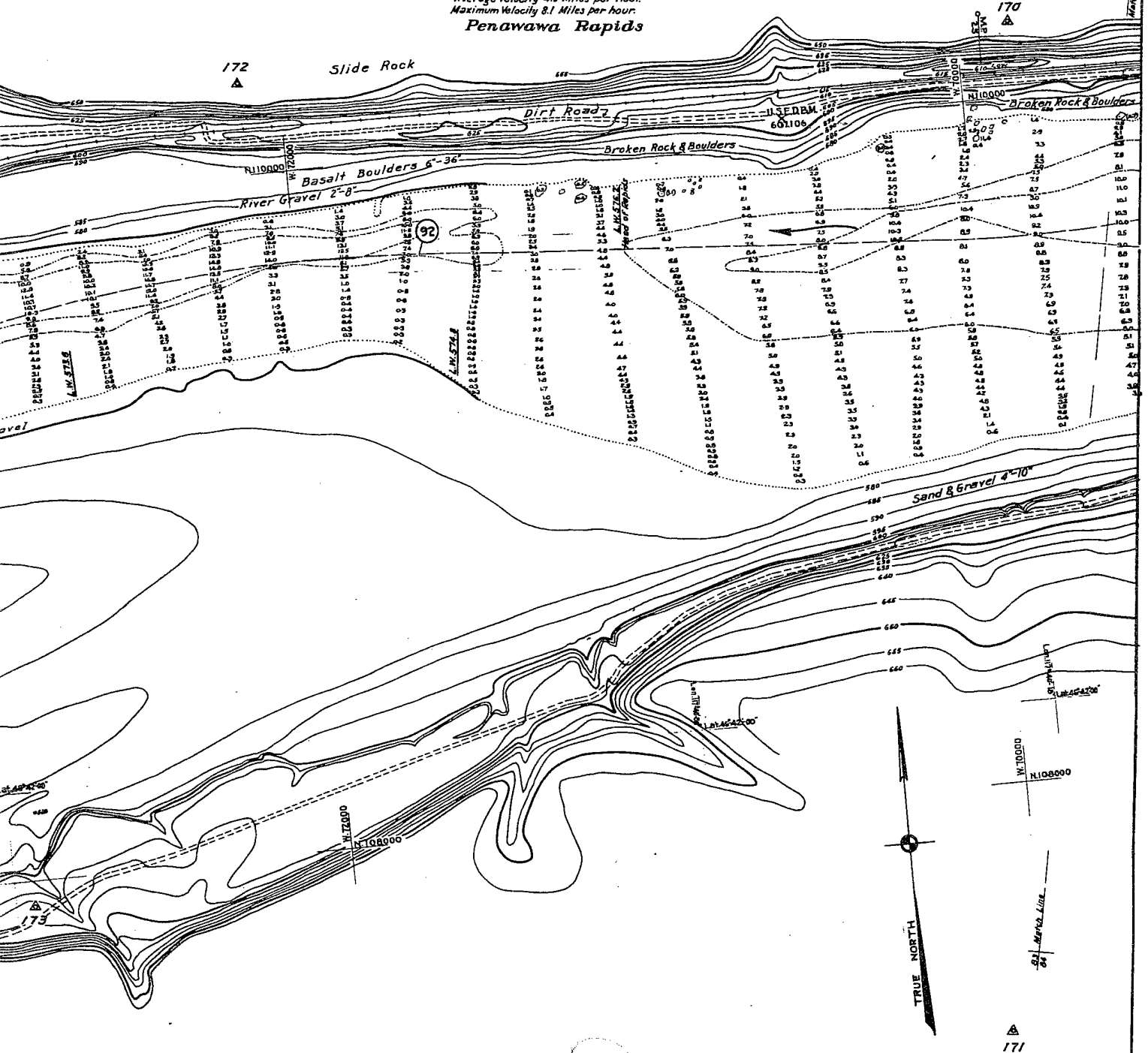
SN-1-12/82



Basalt Cliffs Elev 750+

Average Velocity 4.9 Miles per hour
Maximum Velocity 8.1 Miles per hour
Penawawa Rapids

Scattered Boulders & Rock Slides in Slope



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 572.5 M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (92)

SN-1-4/84
H-9-2/83

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

INIS4 SHEETS

SCALE 1:2000

SHEET NO. 83

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Approved:

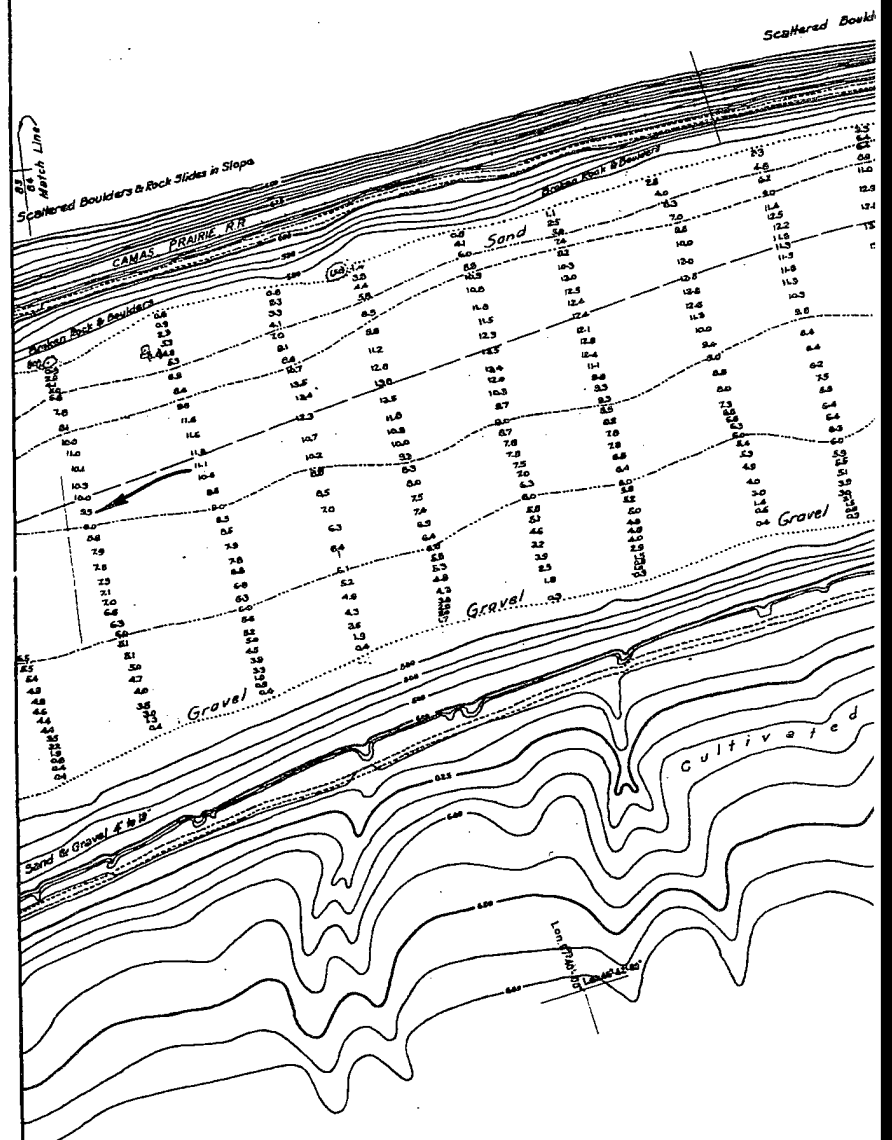
Allen L. Darr
Associate Engineer

Ch. Williams
Major, Corps of Engineers

Drawn by E.W.F. S.A.M.

Transmitted with report dated June 10, 1935.

SN-1-12/83

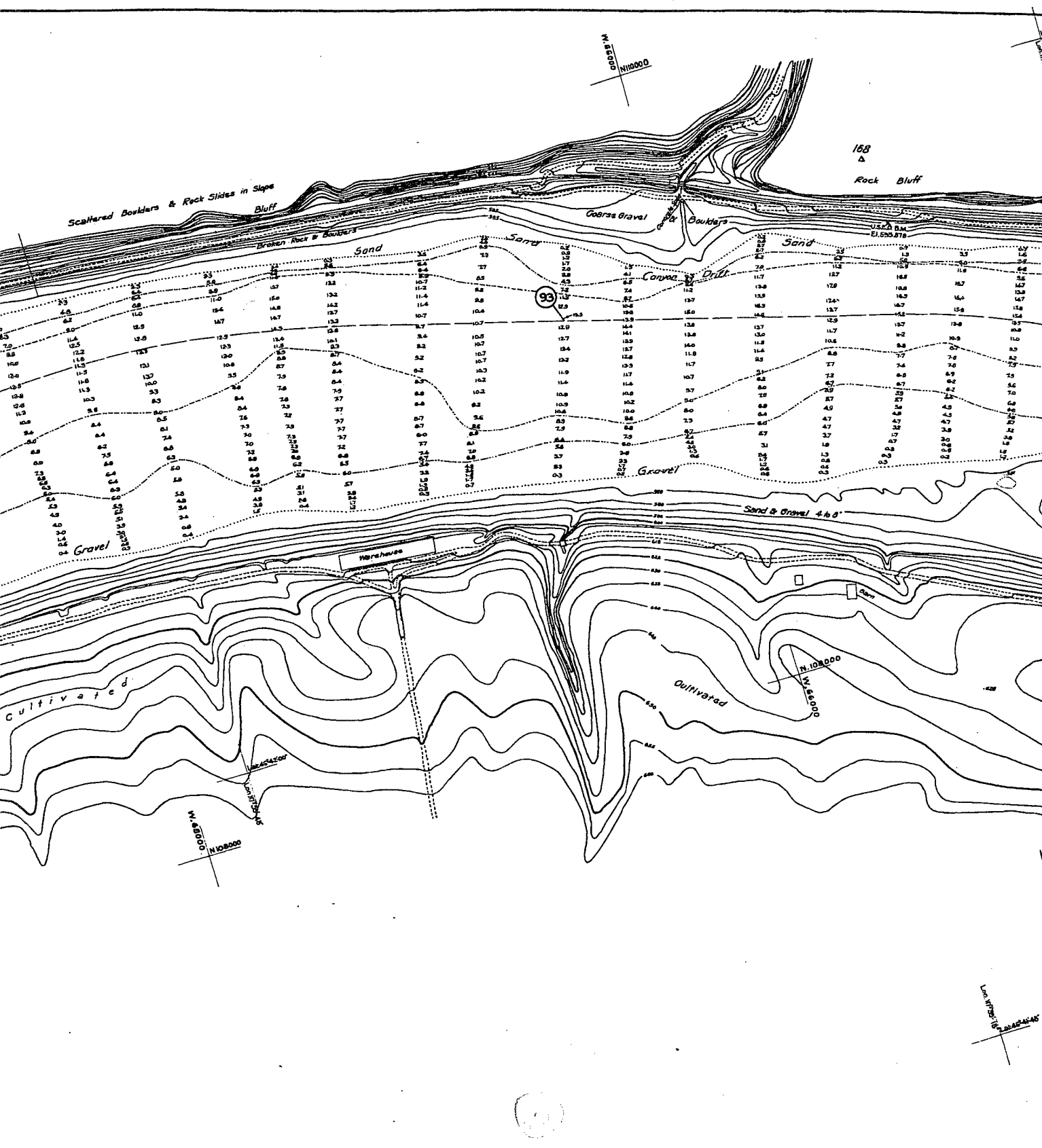


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171

1



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.25 M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.&G.S. DATUM 1929 ADJUSTMENT.)

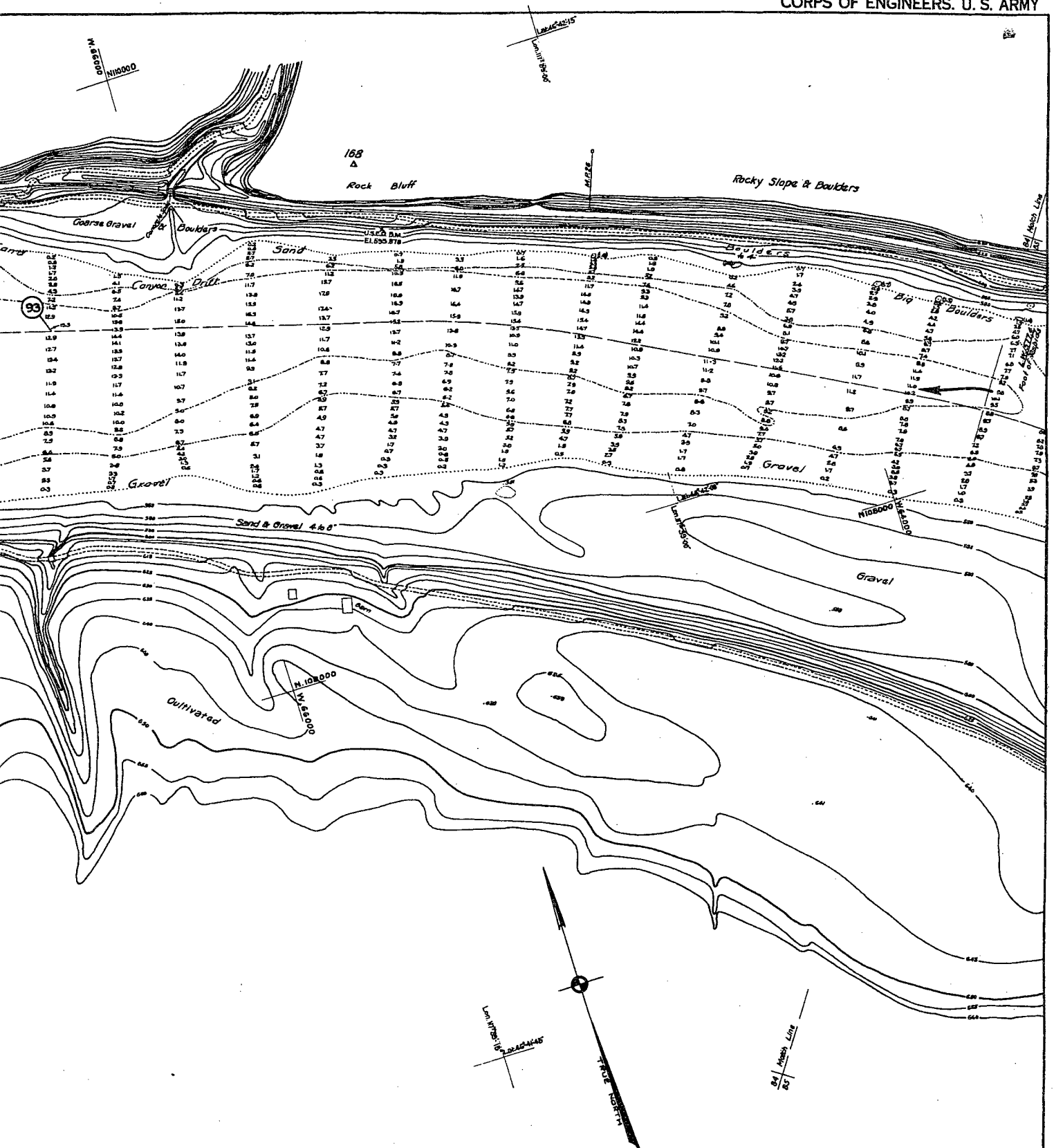
CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

5 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (93)



W DEPTHS AT ADOPTED
MEAN GAGE AT RIPARIA,
SHT ABOVE LOW WATER,
U.S.C. & G.S. DATUM 1929

A
163

ERED ON CENTER LINE OF

SN-1-4/85
H-9-2/84

Snake River, Washington - Idaho Mouth to Oregon - Washington Line Review Report

11154 SHEETS SCALE 1:2,000 SHEET NO. 84

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Allen L. Darr
Associate Engineer

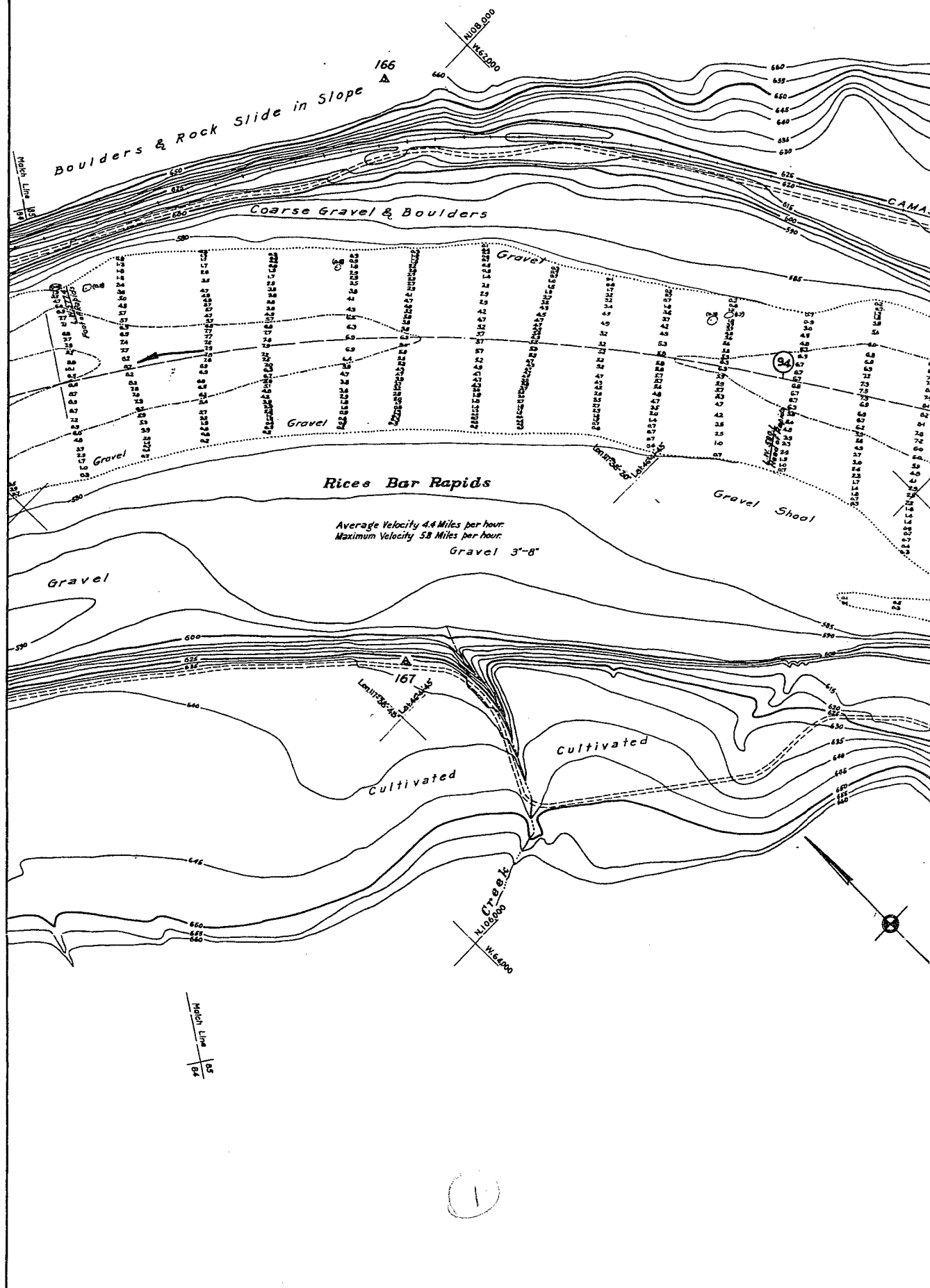
Approved:

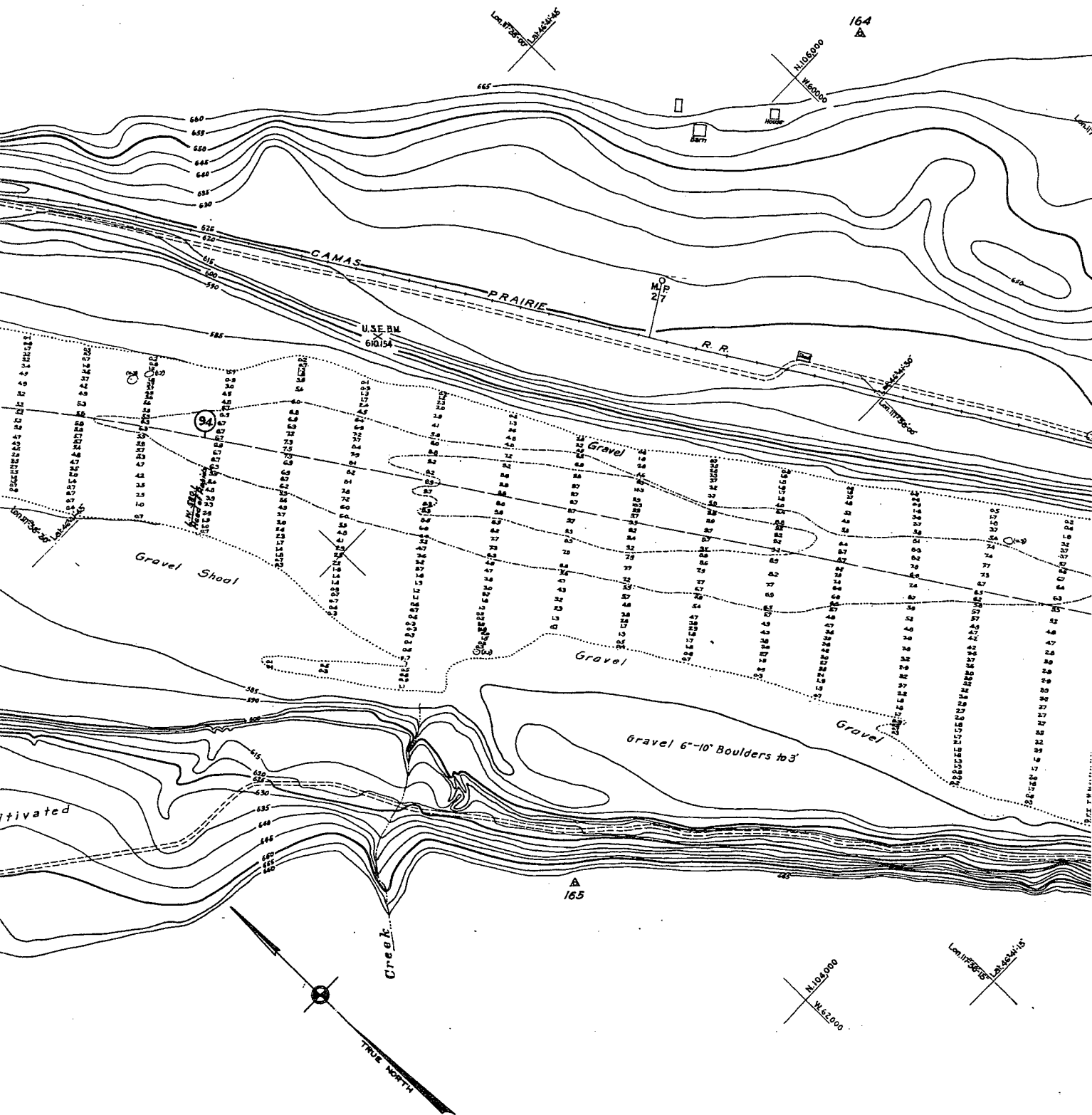
William
Major, Corps of Engineers

Drawn by G.E.T. S.A.M.

Transmitted with report dated June 10, 1935.

SN-1-12/84





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

5 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

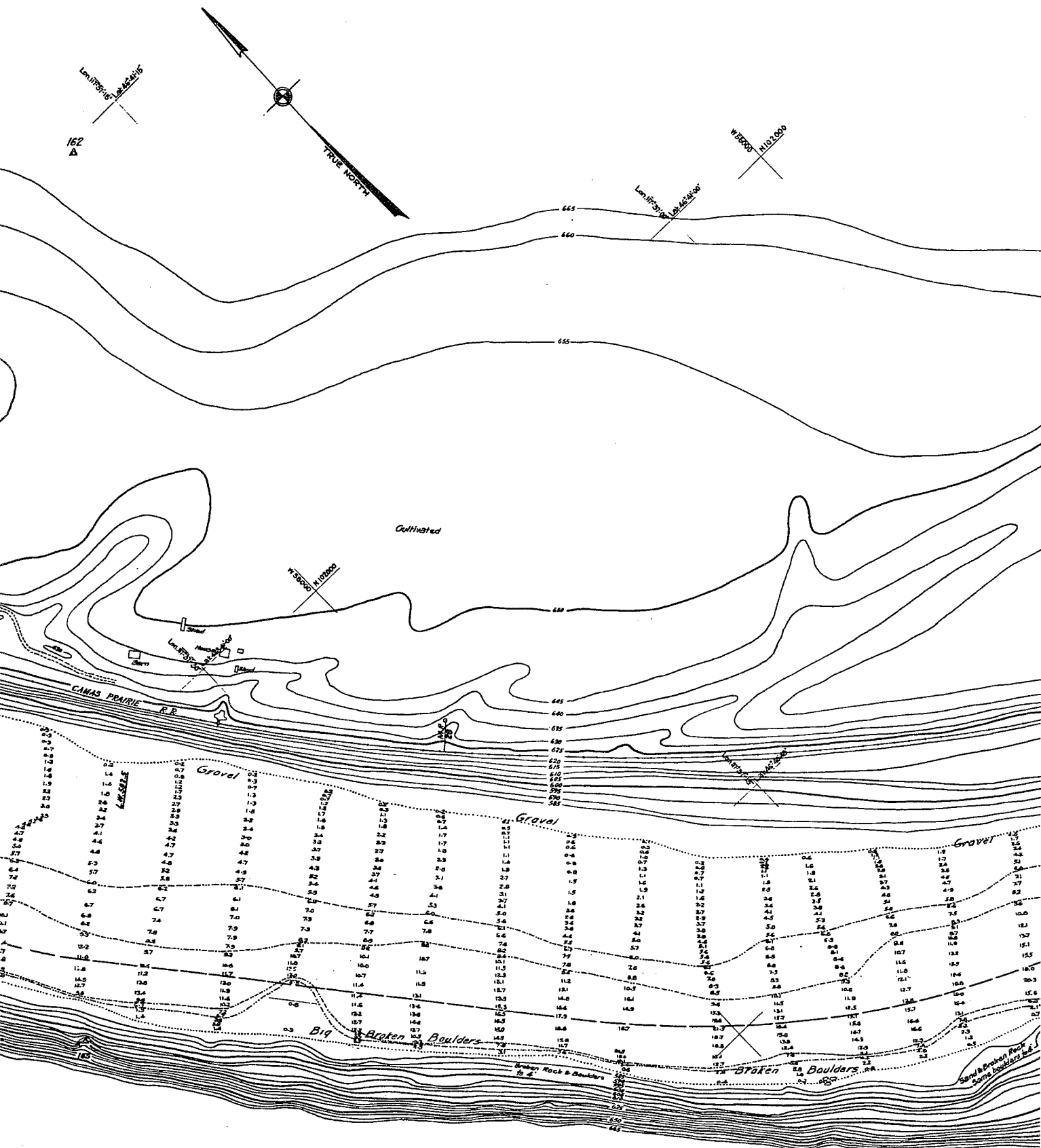
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (94)



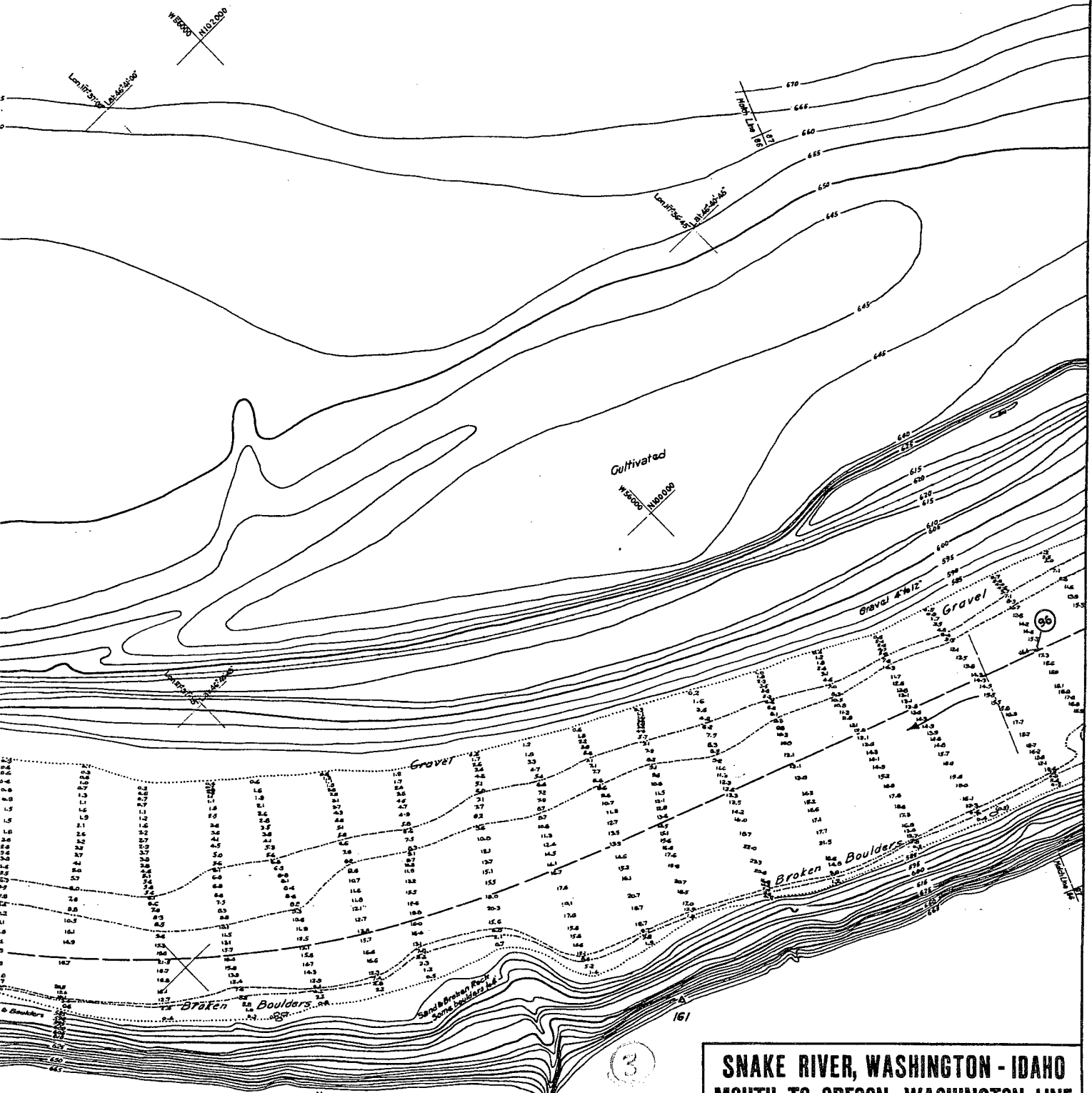
PROPOSED CHANGES KNOWN TO BE: (34) SN-1

Transmitted with report dated June 10, 1955

SN-1-12785



NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS.
 LOW WATER PLANE: 10.0 OR U.S. WEAT
 EL. 512.5 (M. & L.)
 FIGURES IN PARENTHESES THUS: (1.7) IN
 ELEVATIONS ARE REFERRED TO MEAN SEA
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS:
 5 FOOT DEPTH CURVE SHOWN THUS:
 CENTER LINE OF PROPOSED CHANNEL SHOWN
 DISTANCE IN MILES FROM MOUTH OF RIVER
 PROPOSED CHANNEL SHOWN THUS: (95)



SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 15 SHEETS

SCALE 1:2,000

SHEET NO. 86

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Darr
Associate Engineer

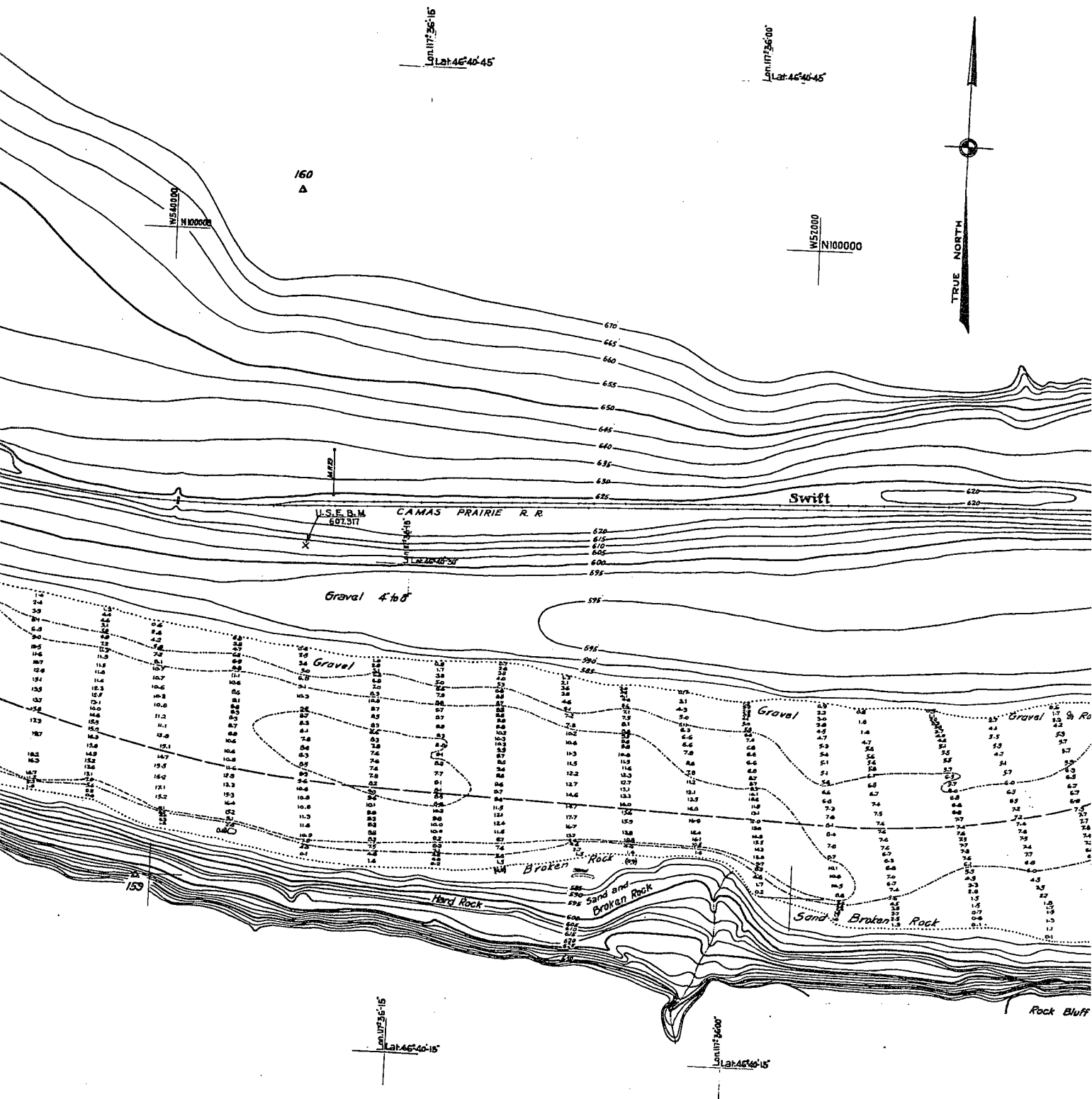
W. J. Williams
Major, Corps of Engineers

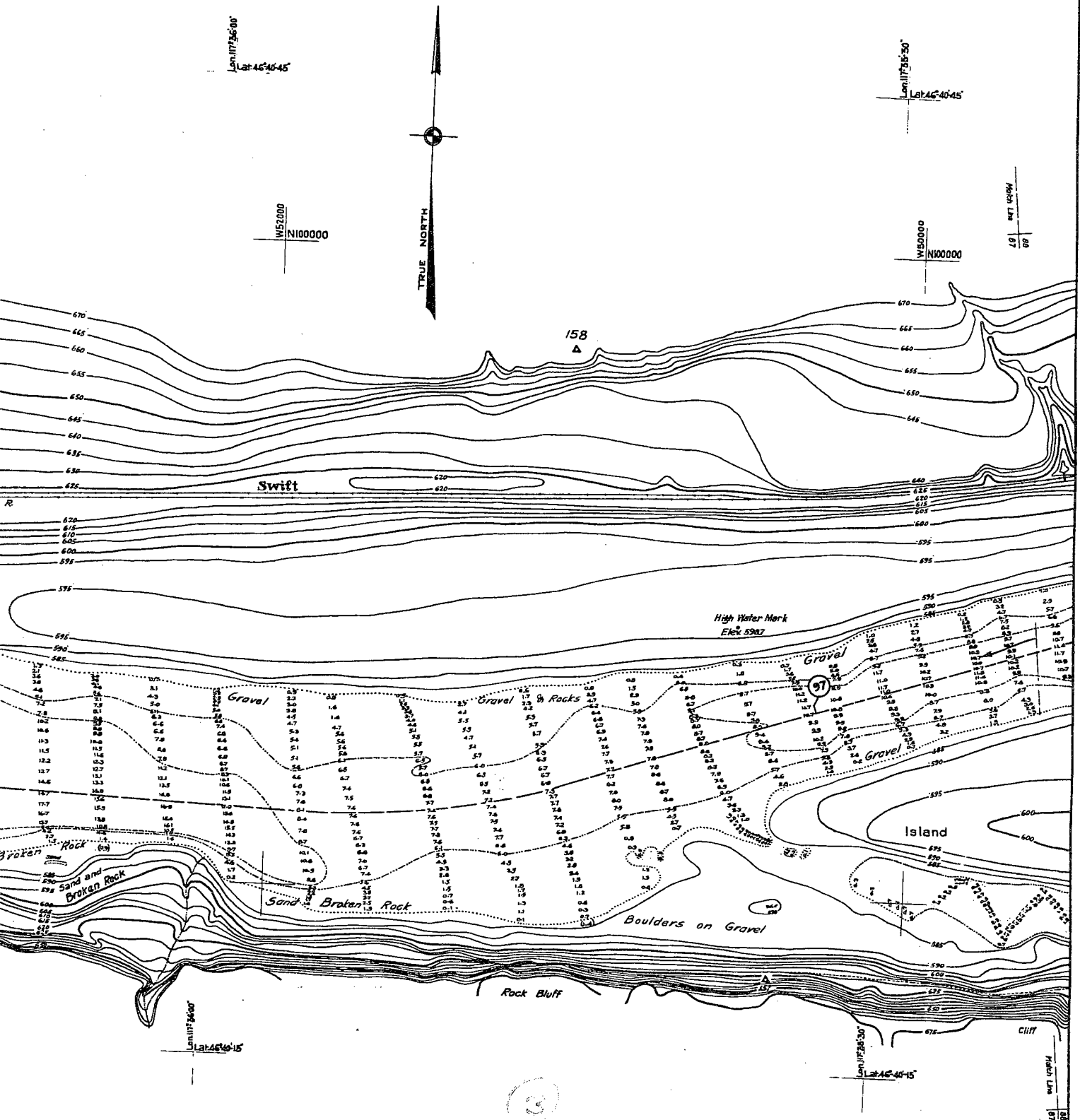
Drawn by G.E.T. S.A.M.

Transmitted with report dated June 10, 1935

SN-1-4/87
H-9-2/86

SN-1-12/86





NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPAHA, EL. 612.5 M.S.L.
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (96)

SN-1-4/88
 H-9-2/87

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 54 SHEETS

SCALE 1:2,000

SHEET NO. 87

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

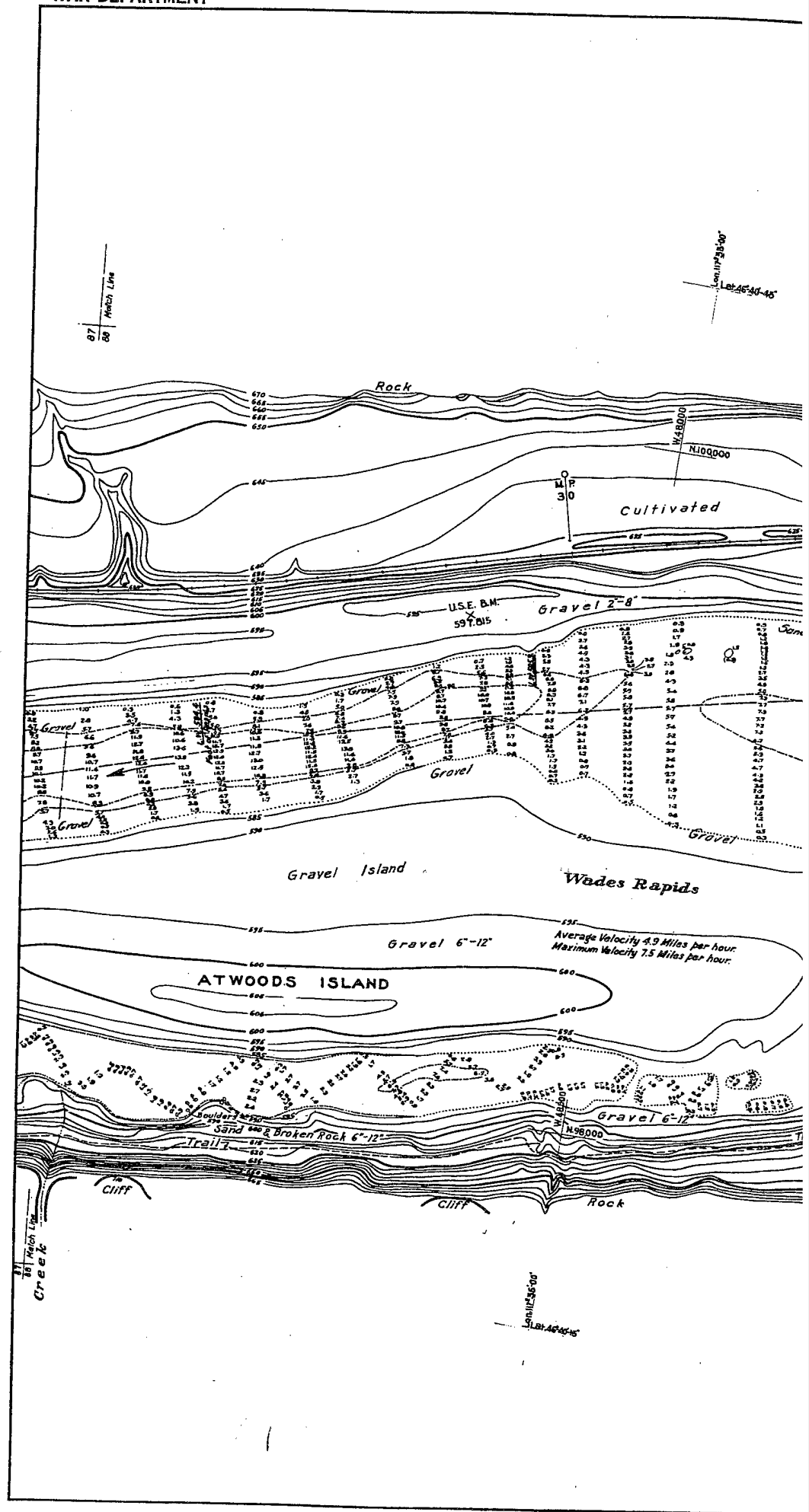
Allen L. Darr
 Associate Engineer

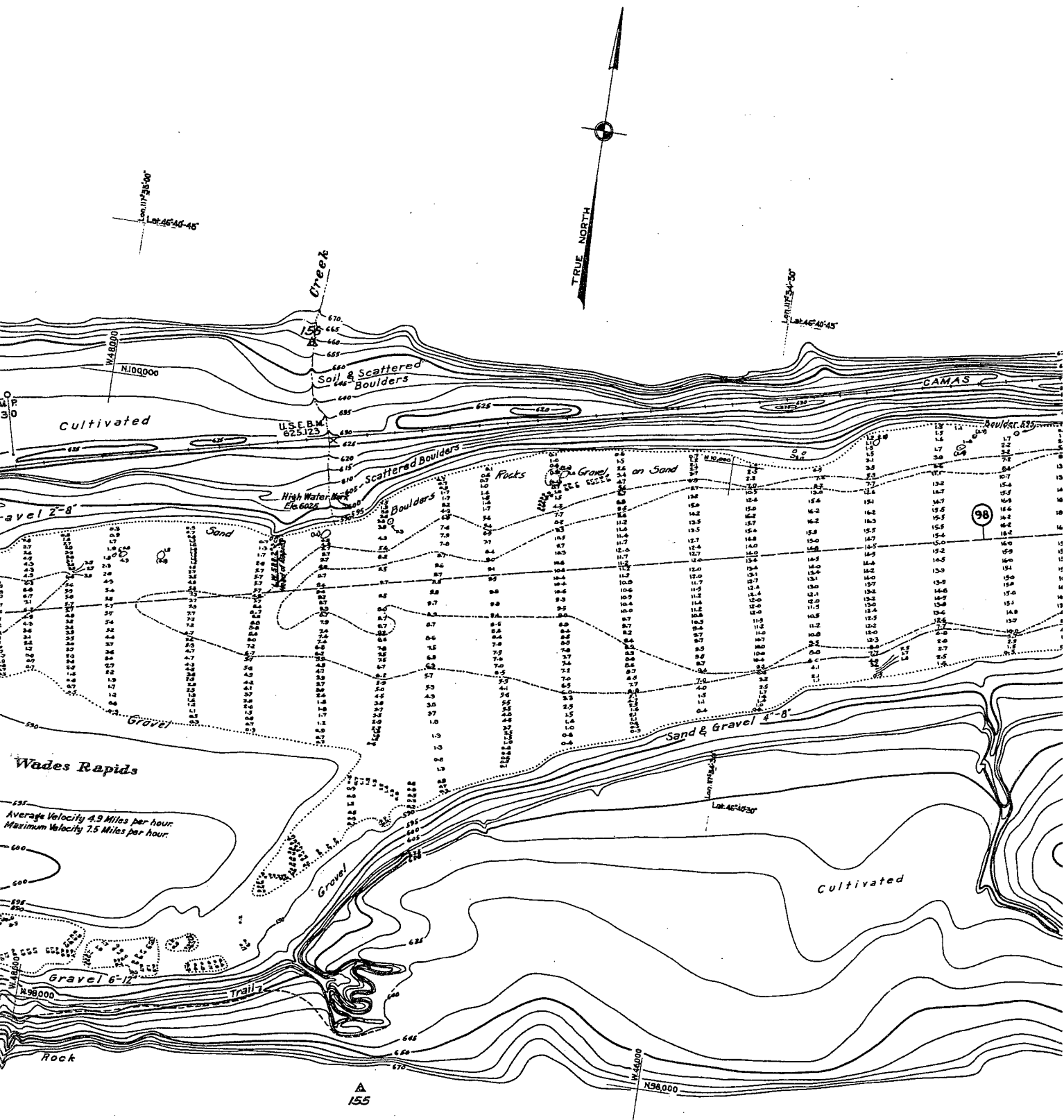
St. Williams
 Major, Corps of Engineers

Drawn by G.E.T. S.A.M.

Transmitted with report dated June 10, 1935

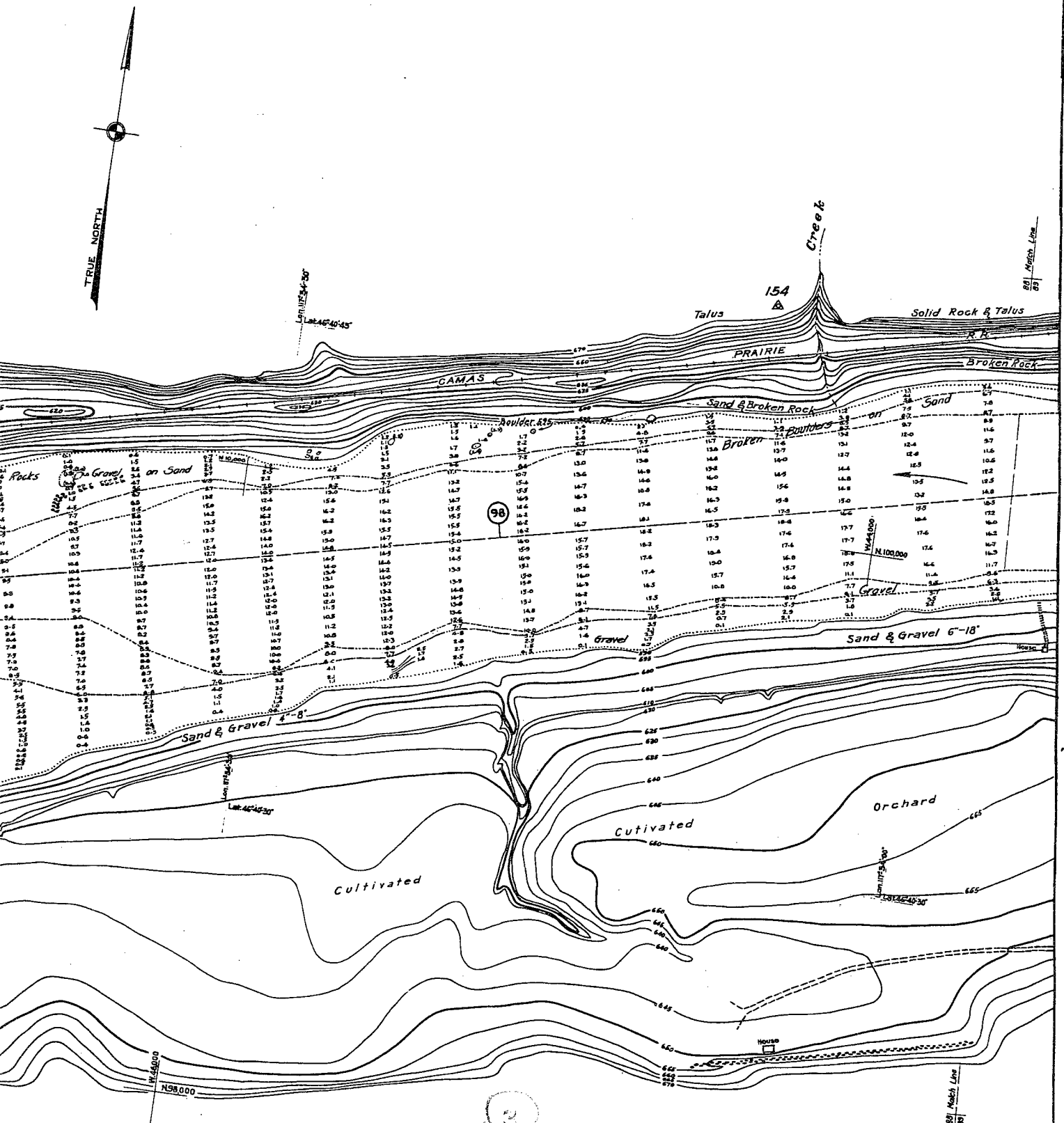
SN-1-12/87





NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT
 LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT
 EL. 0.0 (M. S. L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. 1M
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER
 PROPOSED CHANNEL SHOWN THUS: (57)

(2)



NOTE.

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 672.5 M. S. L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.G.A.S. DATUM 1929 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 9 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN FEET FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (97)

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN154 SHEETS

SCALE 1:2,000

SHEET NO. 88

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

 Allen L. Darr
 Associate Engineer

 O. Williams
 Major, Corps of Engineers

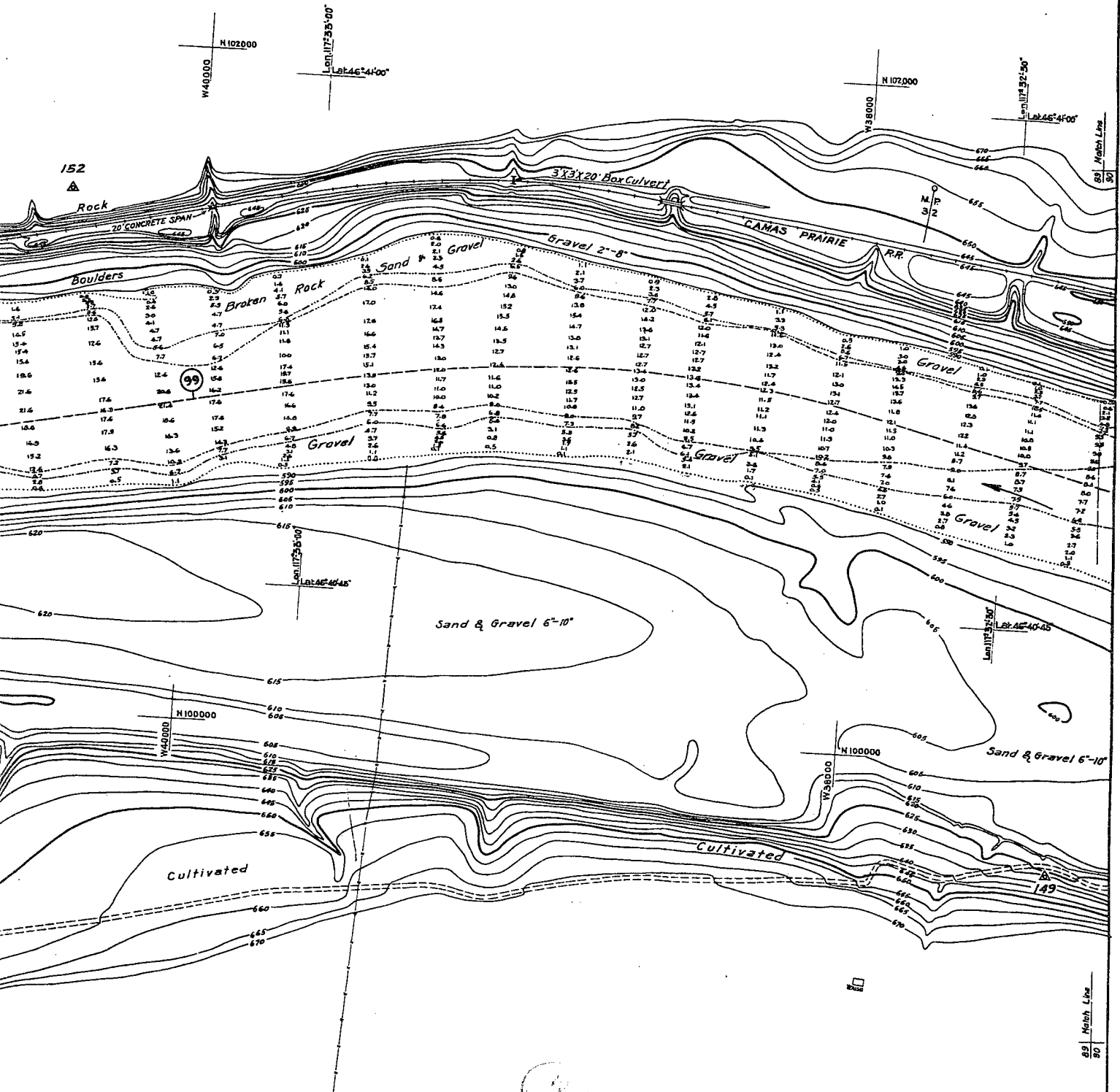
Drawn by EWE S.A.M.

Transmitted with report dated June 10, 1935

 SN-1-4/89
 H-9-2/88

SN-1-12/88





NOTE.

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.25 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

9 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (38)

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 89

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Barr
Associate Engineer

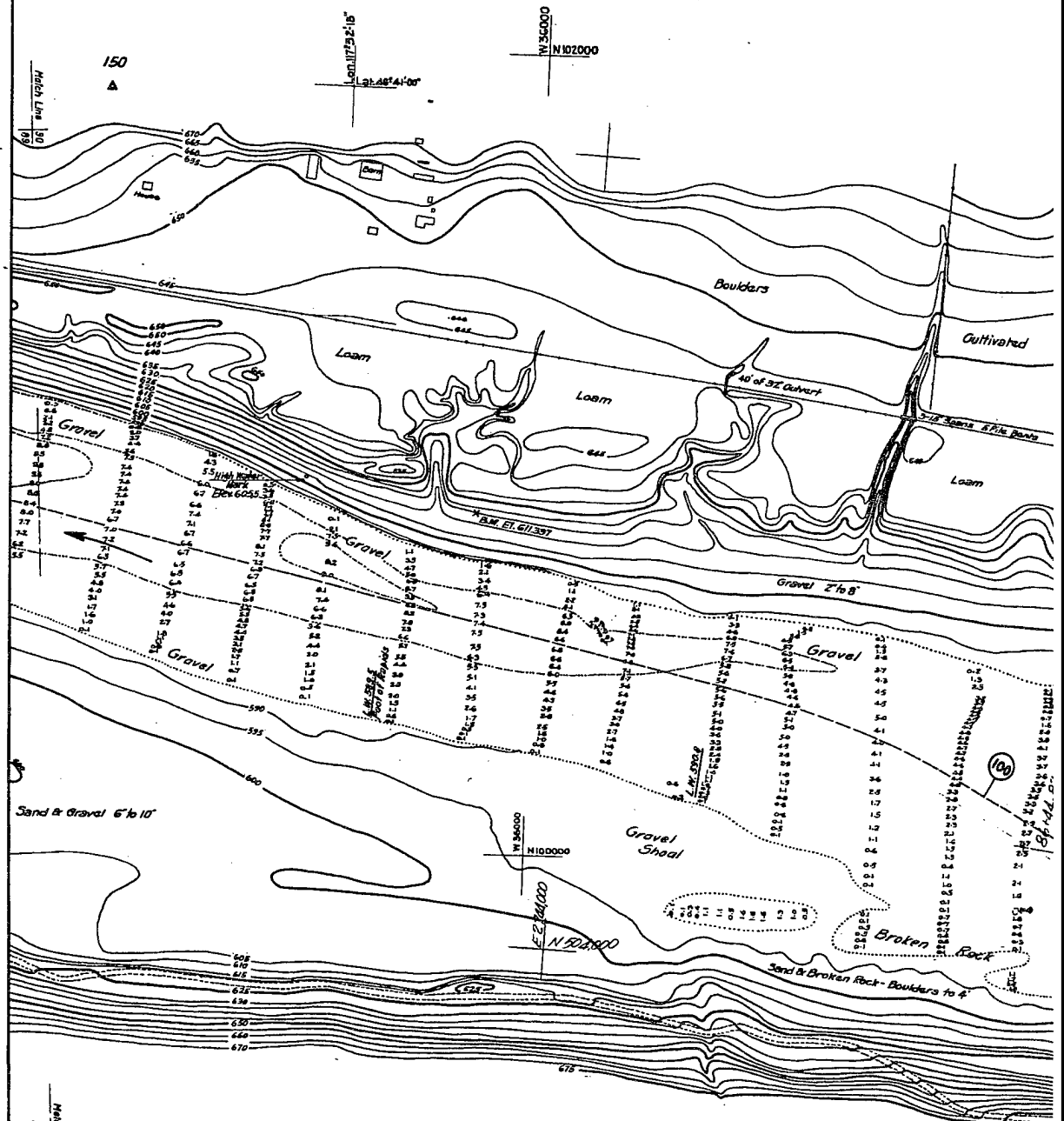
Stadler
Major, Corps of Engineers

Drawn by E.W.F. S.A.M.

Transmitted with report dated June 10, 1935

SN-1-4/90
H-9-2/89

S N-1-12/89



Lower Illa Rapi

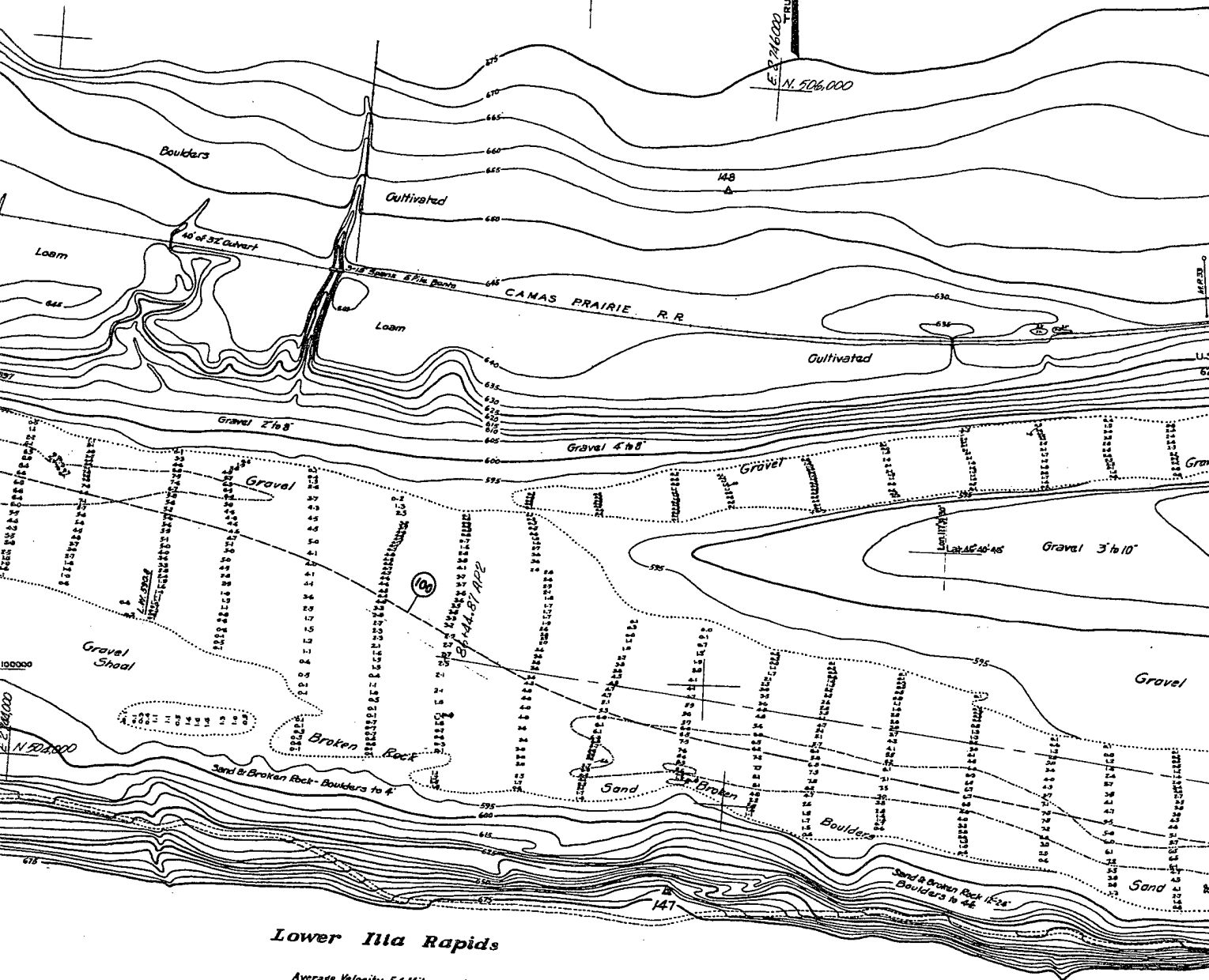
Average Velocity 5.4 Miles per hour
Maximum Velocity 7.0 Miles per hour

N 34000
N 102000

Lat 46° 41' 45"
Lon 117° 21' 45"

N 34000
N 102000

TRUE NORTH
E 274600
N. 526,000



Lower Illa Rapids

Average Velocity 5.4 Miles per hour
Maximum Velocity 7.0 Miles per hour

Lat 46° 40' 30"
Lon 117° 21' 45"

Note: Approx. Lambert Coordinates added Oct 13

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOP LOW WATER PLANE (LOD OR U.S. WEATHER BUREAU GAGE AT RICH EL. 512.05 M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER PLANE. ELEVATIONS ARE REFERRED TO MEAN SEA-LEVEL (U.S.C.&G.S. DATUM 1 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

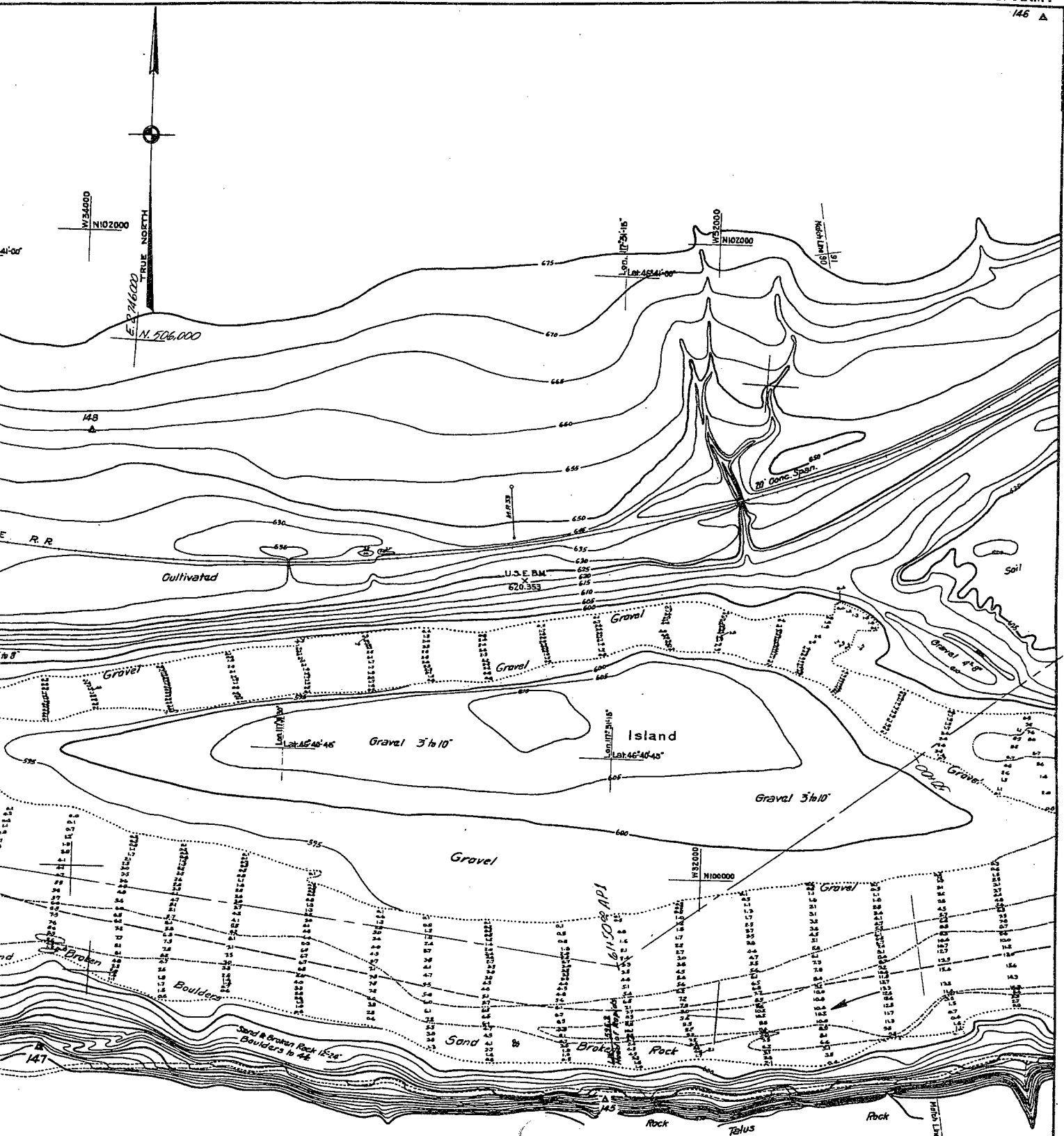
6 FOOT DEPTH CURVE SHOWN THUS: ————

6 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE

PROPOSED CHANNEL SHOWN THUS: (100)



NOTE: Approx. Lambert Coordinates added Oct 1937

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE. (D.O. ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA-LEVEL (U.S.C.A.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN FEET FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (100)

SN-1-4/91
H-9-2/90

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN154SHEETS

SCALE 1:2,000

SHEET NO. 90

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Darr
Associate Engineer

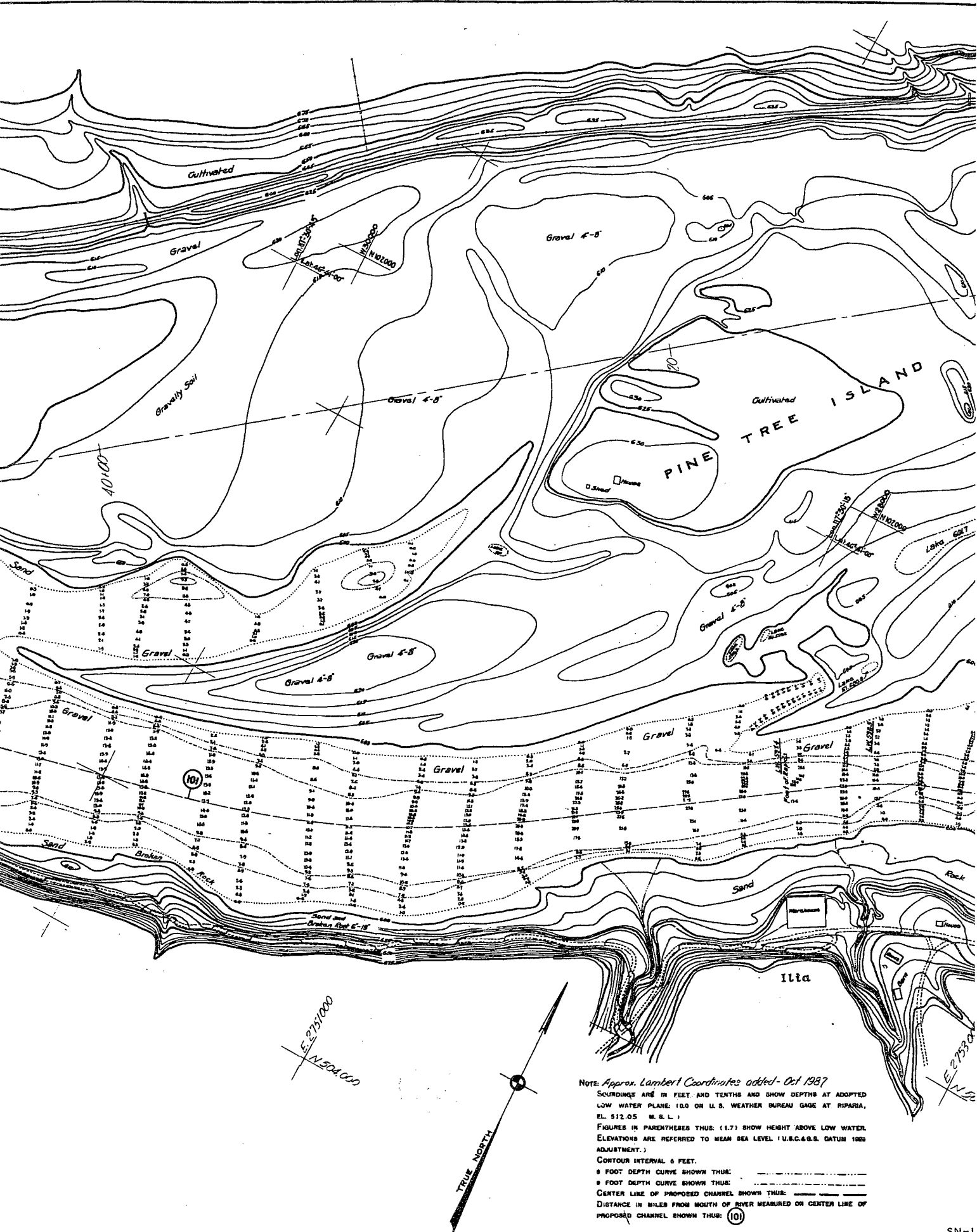
Arthur J. Williams
Major, Corps of Engineers

Drawn by G.E.T. S.A.M.

Transmitted with report dated June 10, 1935

SN-1-12/90





NOTE: Approx. Lambert Coordinates added - Oct 1987

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE, 10.0 OR U.S. WEATHER BUREAU GAGE AT ROPARIA, EL. 512.05 M. S. L.

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1989 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

0 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: - - - - -

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (10)



NOTE: Approx. Lambert Coordinates added - Oct 1987

SOUNDINGS ARE IN FEET, AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 100 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M.S.L.

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1985 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (101)

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

INIS4SHEETS

SCALE 1:2,000

SHEET NO. 91

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Approved:

Allen L. Darr
Associate Engineer

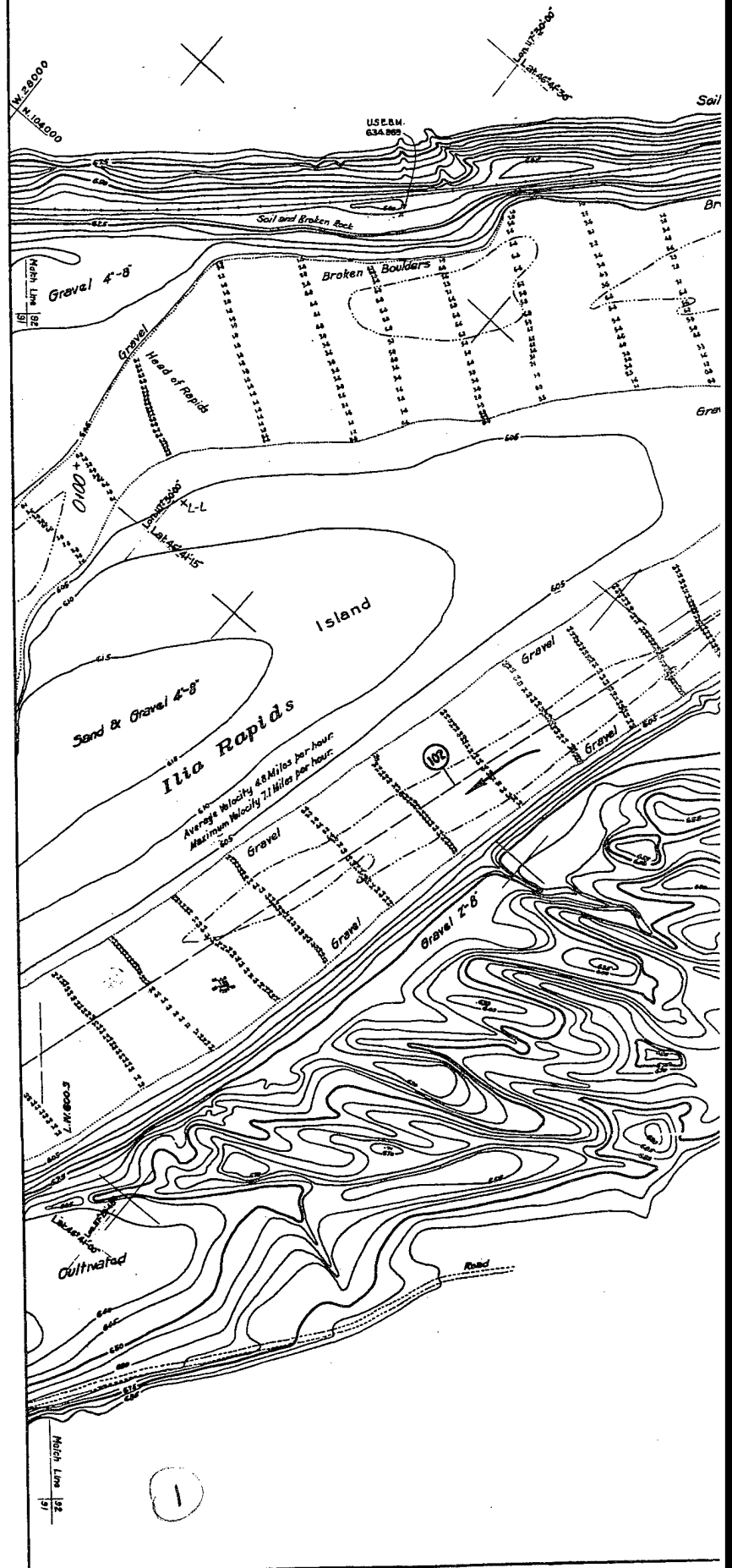
W. L. Williams
Major, Corps of Engineers

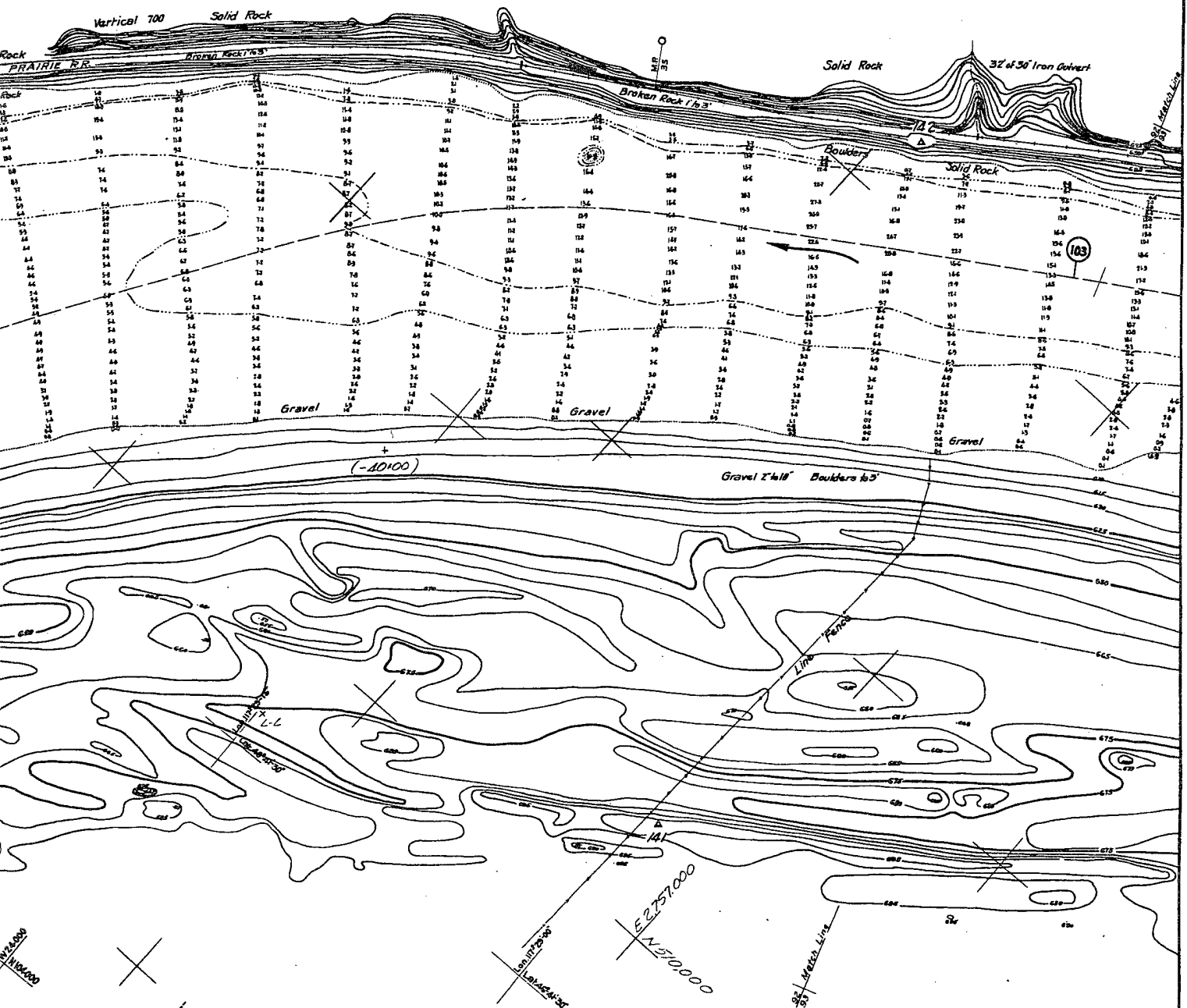
Drawn by G.E.T. R.G.Y.

Transmitted with report dated June 10, 1935

SN-1-4/92
H-9-2/91

SN-1-12/91





NOTE: Approx. Lambert Coordinates added Oct. 1937

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: _____

9 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (102)

SN-1-4/93
H-9-2/92

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 92

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Allen L. Dore
Associate Engineer

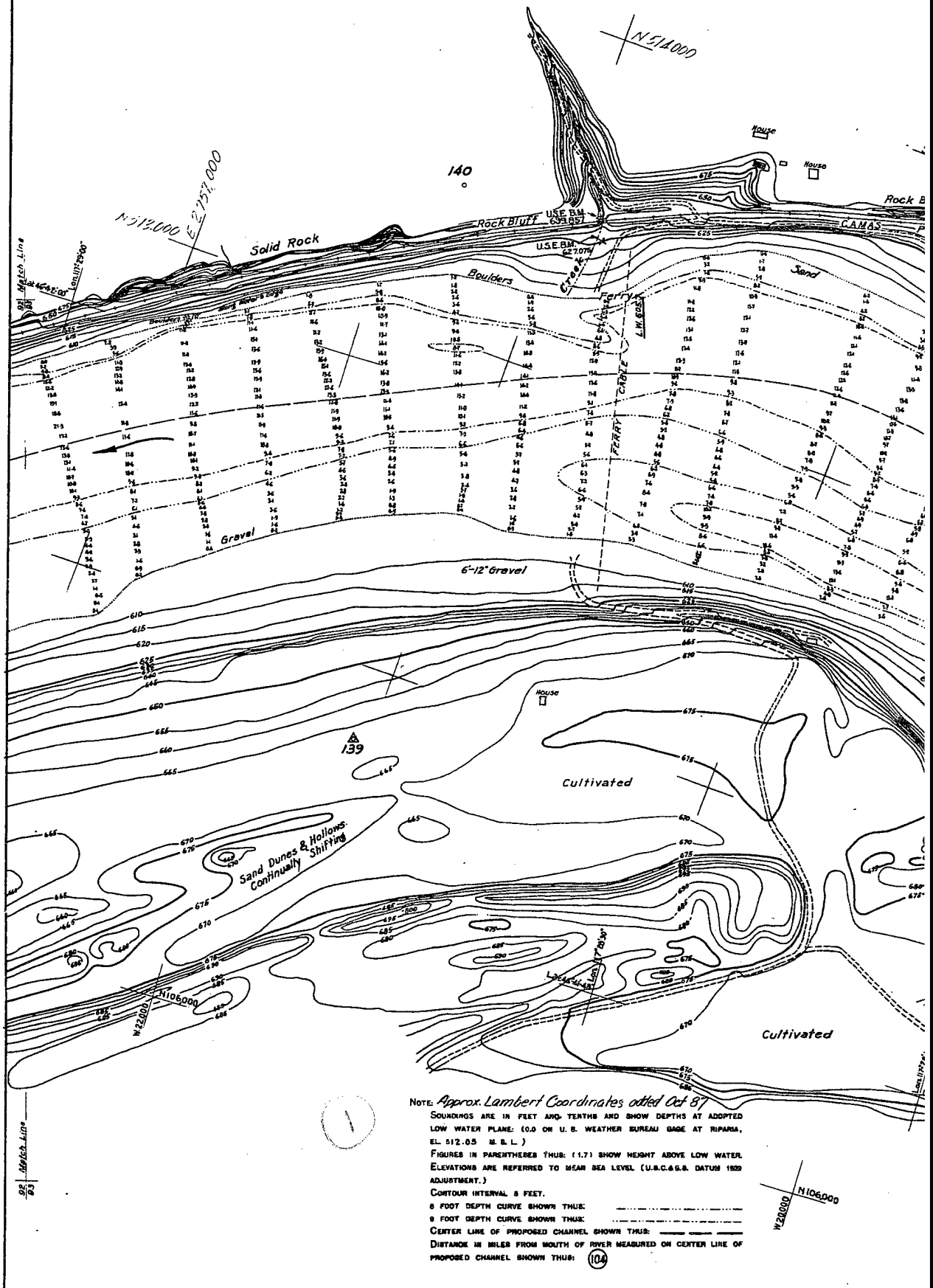
Approved:

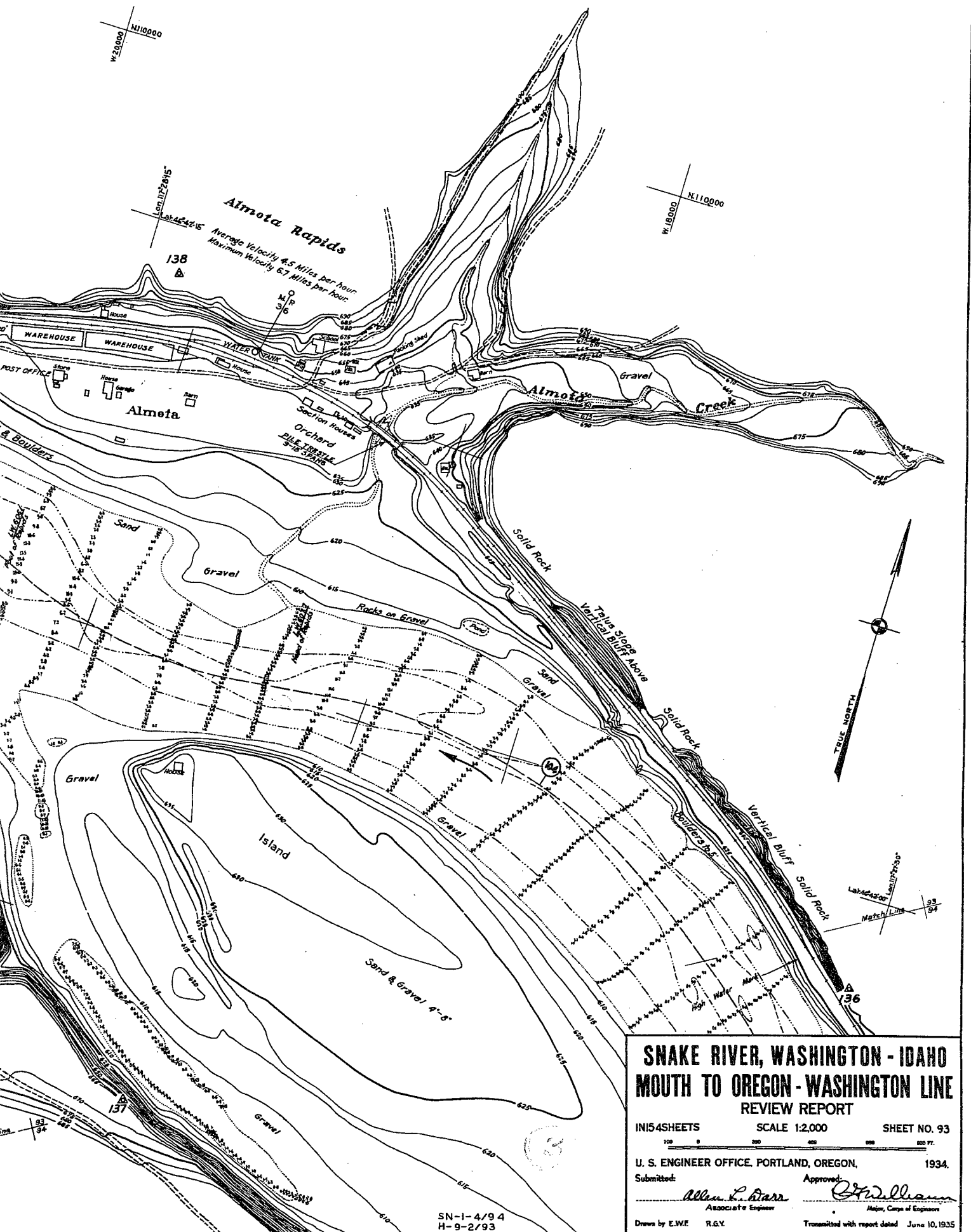
H. Williams
Major, Corps of Engineers

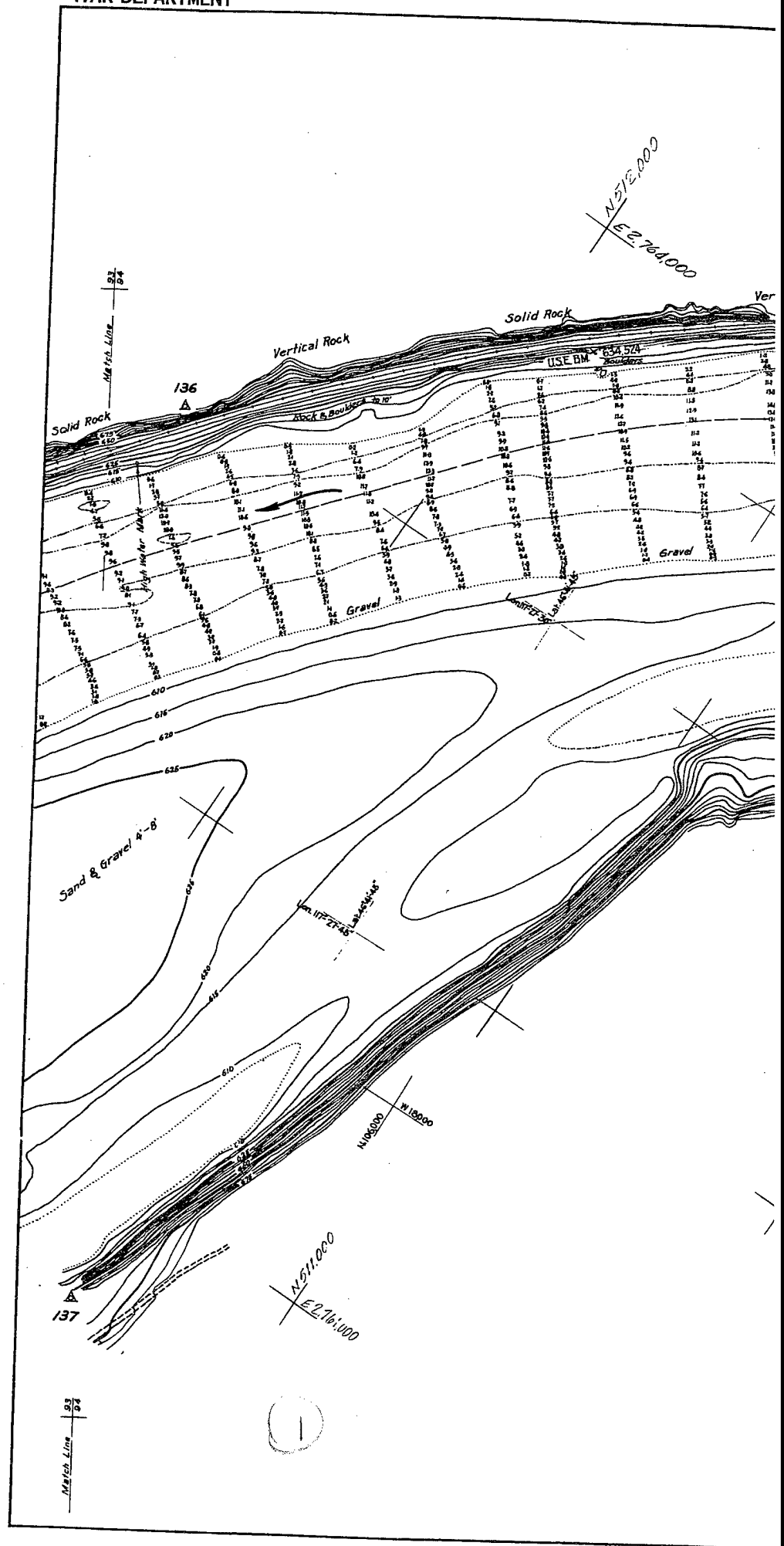
Drawn by G.E.T. R.G.Y.

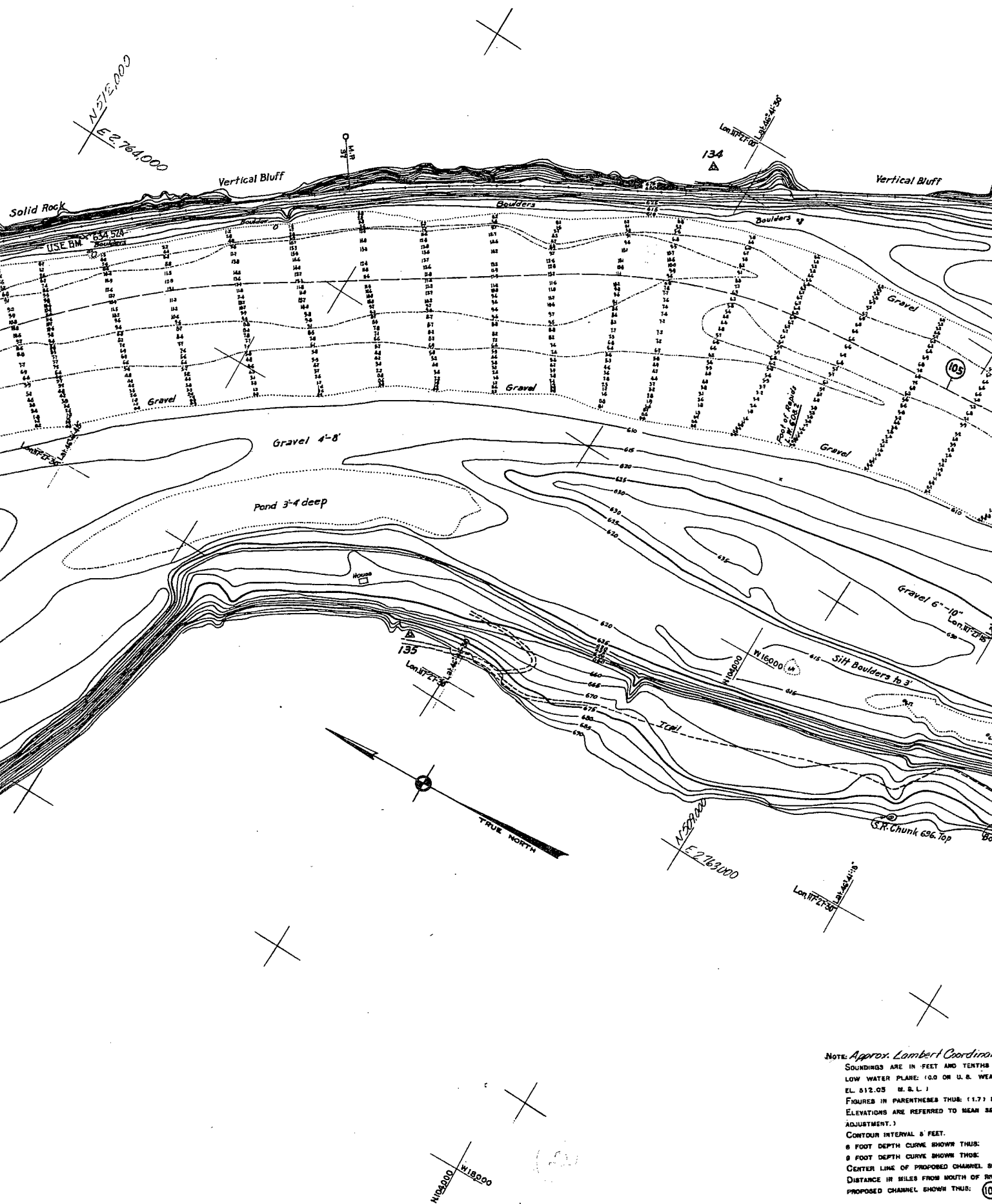
Transmitted with report dated June 10, 1935

SN-1-12/92









NOTE: Approx. Lambert Coordinates

SOUNDINGS ARE IN FEET AND TENTHS
LOW WATER PLANE: 10.0 ON U.S. WEA
FL. 812.05 (M.S.L.)

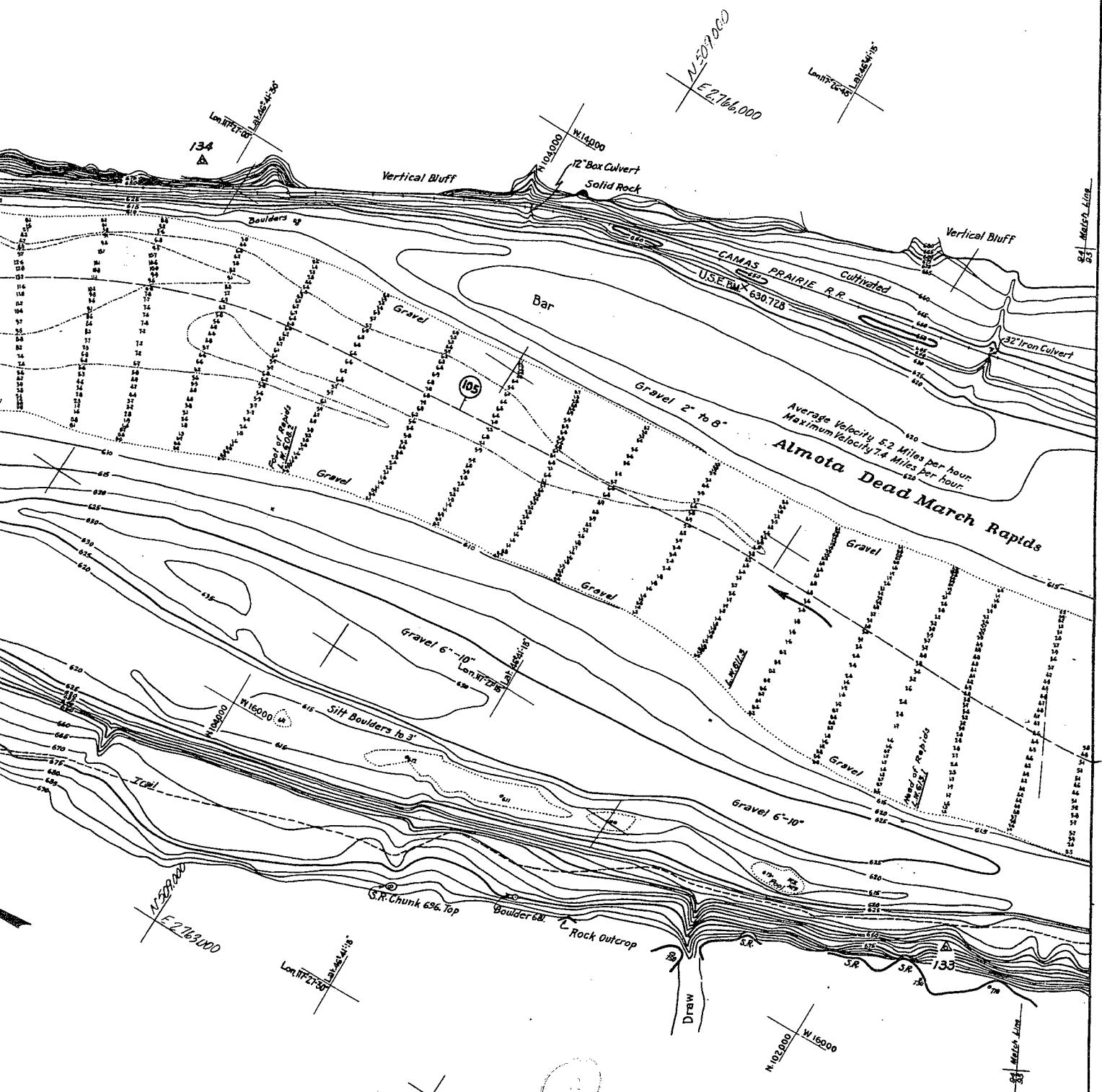
FIGURES IN PARENTHESES THUS: (1.7) :
ELEVATIONS ARE REFERRED TO MEAN SE
(ADJUSTMENT.)

CONTOUR INTERVAL 5' FEET.

8 FOOT DEPTH CURVE SHOWN THUS:

8 FOOT DEPTH CURVE SHOWN THIS
8 FOOT DEPTH CURVE SHOWN THIS
CENTER LINE OF PROPOSED CHANNEL. 89

DISTANCE IN MILES FROM MOUTH OF RY
PROPOSED CHANNEL SHOWN THUS: (10)



NOTE: Approx. Lambert Coordinates added Oct. 1987

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (0.0 ON U. S. WEATHER BUREAU GAGE AT RIFARIA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.A.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (105)

SN-1-4/95
H-9-2/94

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 54 SHEETS

SCALE 1:2,000

SHEET NO. 94

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Allen L. Darr
Associate Engineer

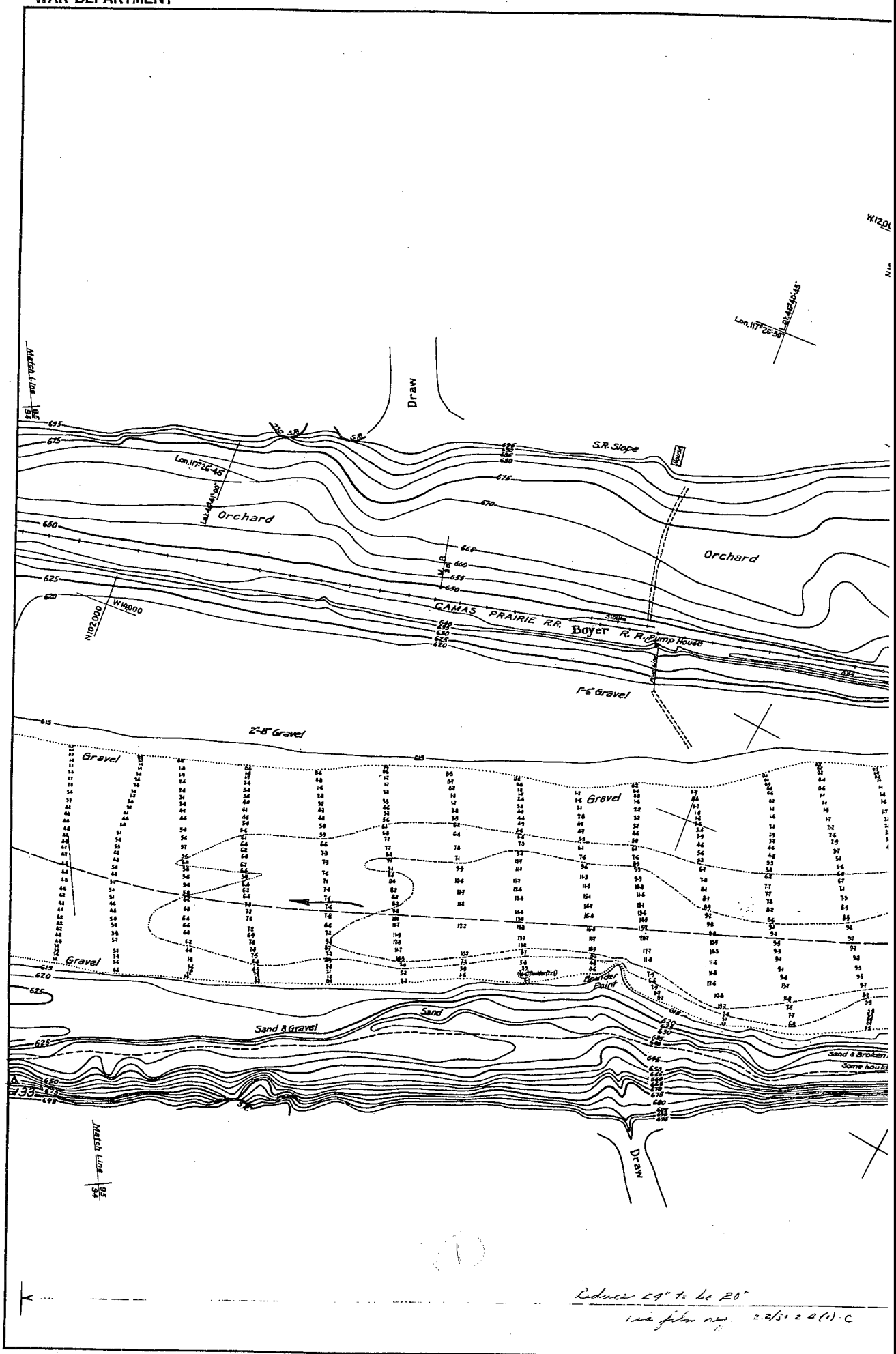
Approved:

Stadellman
Major, Corps of Engineers

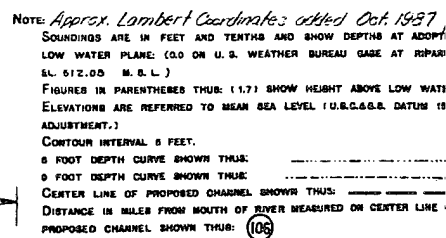
Drawn by E.W.F. R.G.Y.

Transmitted with report dated June 10, 1935

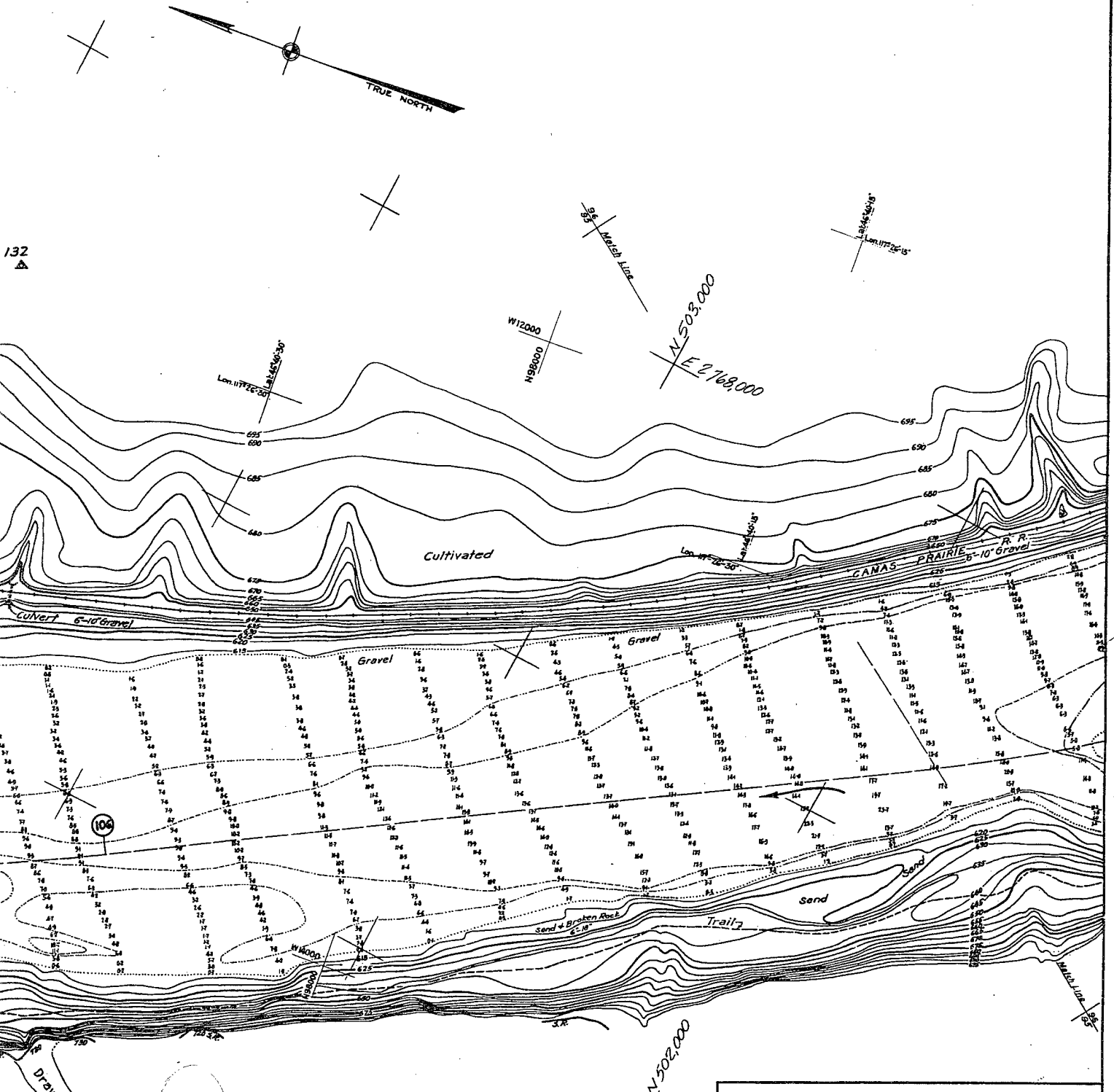
SN-1-12/94



Reduced 29" to be 20"
1:25,000 scale 2.2/5.2 2.2/11.0



isa film re 2.2/50.2 0(1) · C

132
A

NOTE: Approx. Lambert Coordinates added Oct. 1957.
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED
 LOW WATER PLANE: (0.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA,
 BL 512.05 M. S. L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 9 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN FEET FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
 PROPOSED CHANNEL SHOWN THUS: (106)

SN-I-4/96
 H-9-2/95

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 95

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Darr
 Associate Engineer

William
 Major, Corps of Engineers

Drawn by E.W.E. R.G.Y.

Transmitted with report dated June 10, 1935.

SN-I-12/95

95
96
Match Line

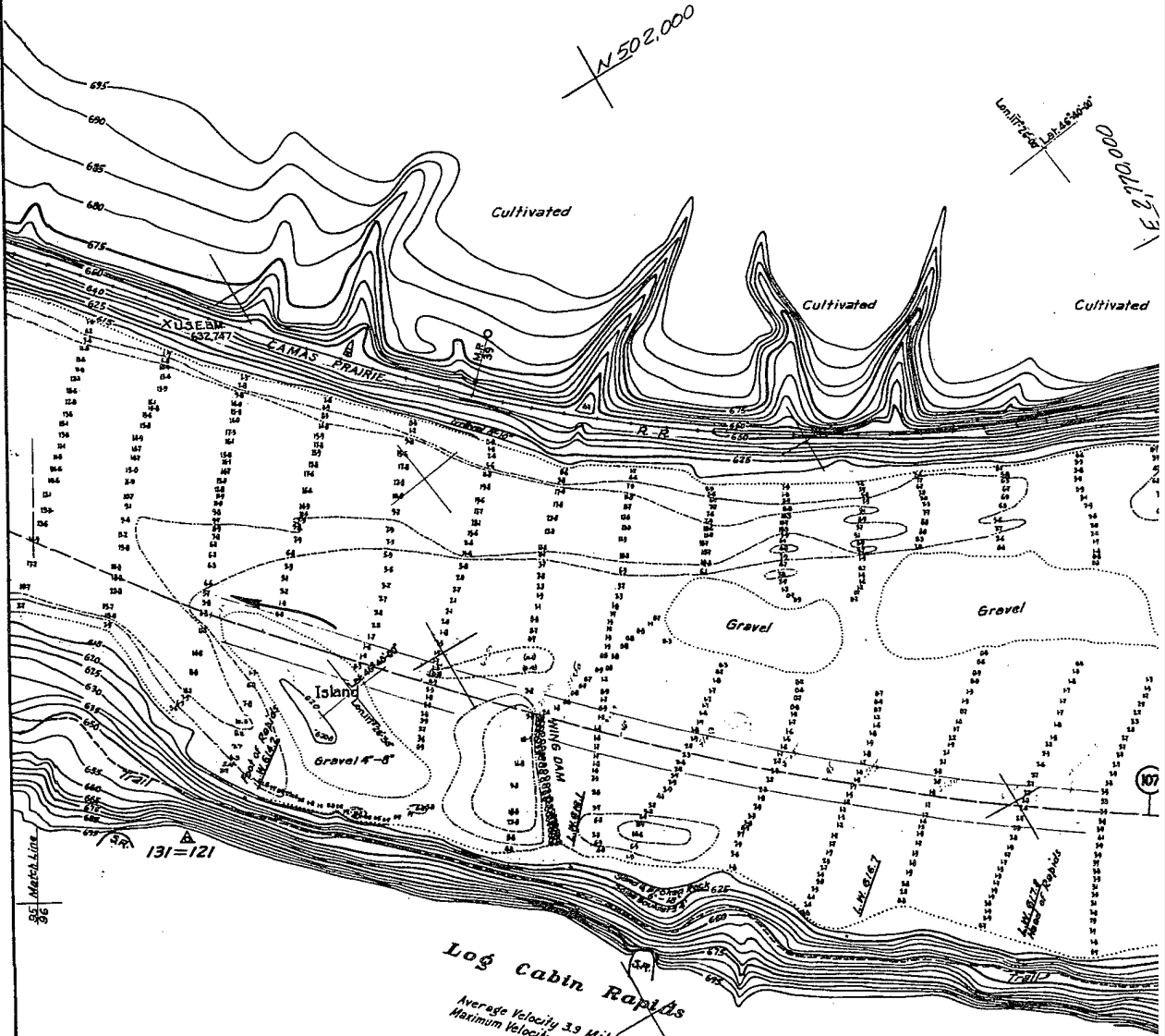
Limit of
Lake 66-10

N 502,000

106,000 N 100,000

Limit of
Lake 66-10

E 292,000



Log Cabin Rapids
Average Velocity 3.3 Miles per hour
Maximum Velocity 5.5 Miles per hour

132,000 N 12,000

1



107

SN-1-12796

Ofteld's Rapids

Average Velocity	3.5 Miles per hour.
Maximum Velocity	6.2 Miles per hour.



NOTE.

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (0.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.85 M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1029 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ————

9 FOOT DEPTH CURVE SHOWN THUS: - - - - -

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (108)

SN-1-4/98
H-9-2/97

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 97

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Wm. L. Barr
Associate Engineer

Wm. L. Barr
Major, Corps of Engineers

Drawn by C.A.D. R.G.Y.

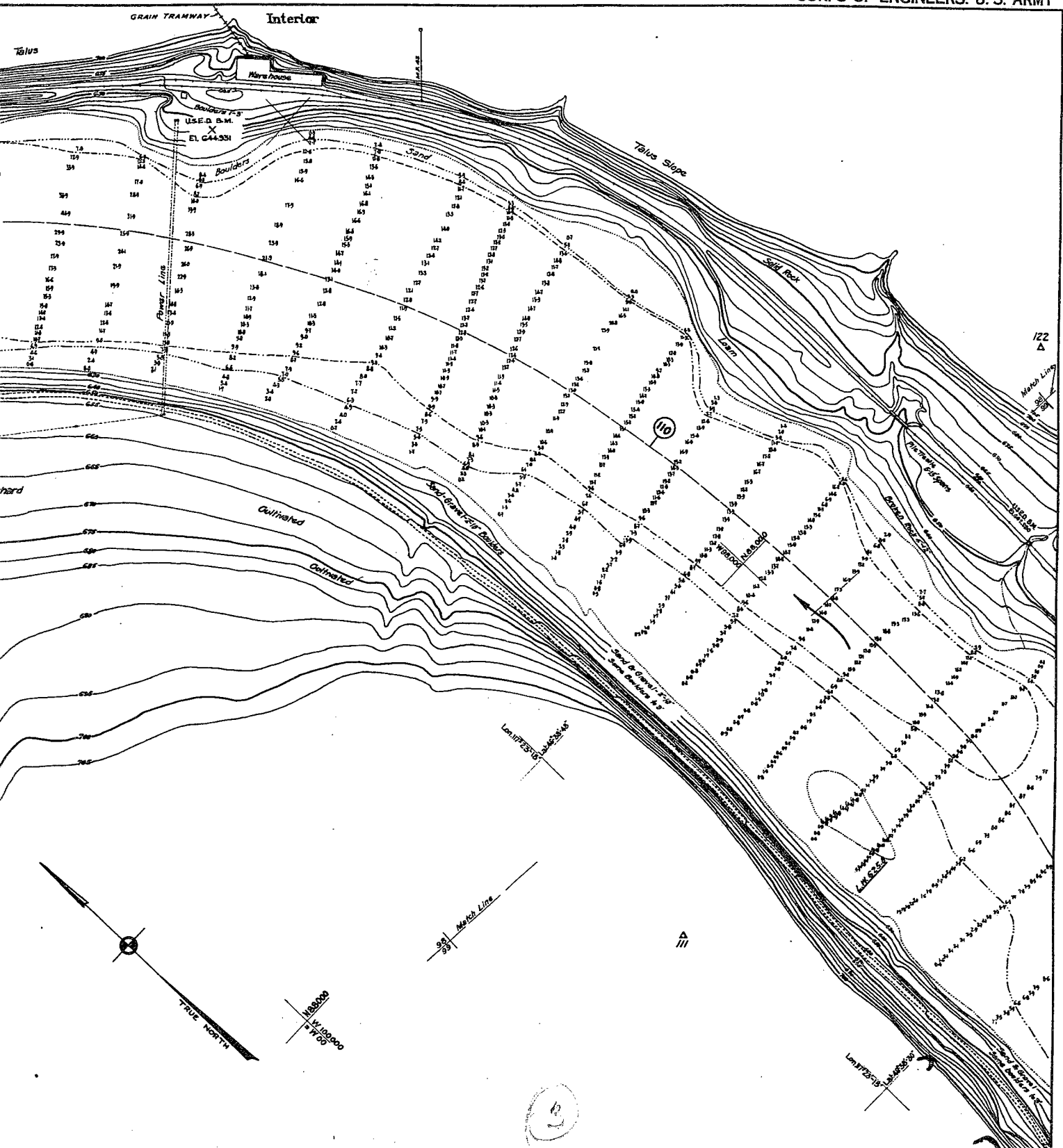
Transmitted with report dated June 10, 1935.

SN-1-12/97





NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS:
 LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE
 (EL. 512.05 M.S.L.)
 FIGURES IN PARENTHESES THUS (1.7) SHOW HEIGHT ABOVE L.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.A.B.)
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5-FOOT-DEPTH CURVE SHOWN THUS: ---
 5-FOOT-DEPTH CURVE SHOWN THUS: ---
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ---
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENT
 PROPOSED CHANNEL, SHOWN THUS: (10)



NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.05 M.S.L.
 FIGURES IN PARENTHESES THUS: (13.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5-FOOT DEPTH CURVE SHOWN THUS: _____
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (110)

SN-1-4/99
 H-9-2/98

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 98

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Approved:

Allen L. Darr
 Associate Engineer

Chadwick
 Major, Corps of Engineers

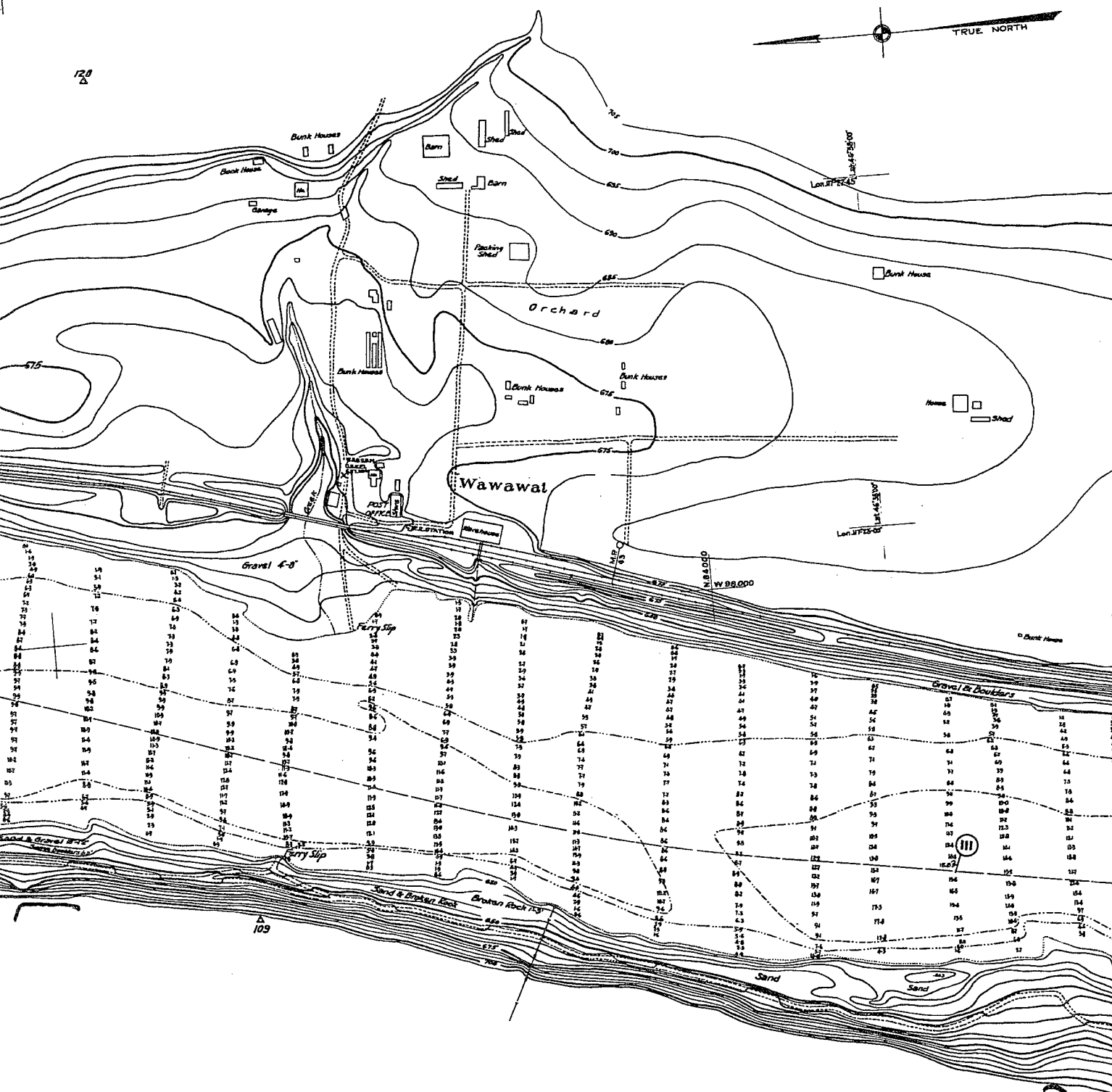
Drawn by G.E.T. R.G.Y.

Transmitted with report dated June 10, 1935.

SN-1-12/98

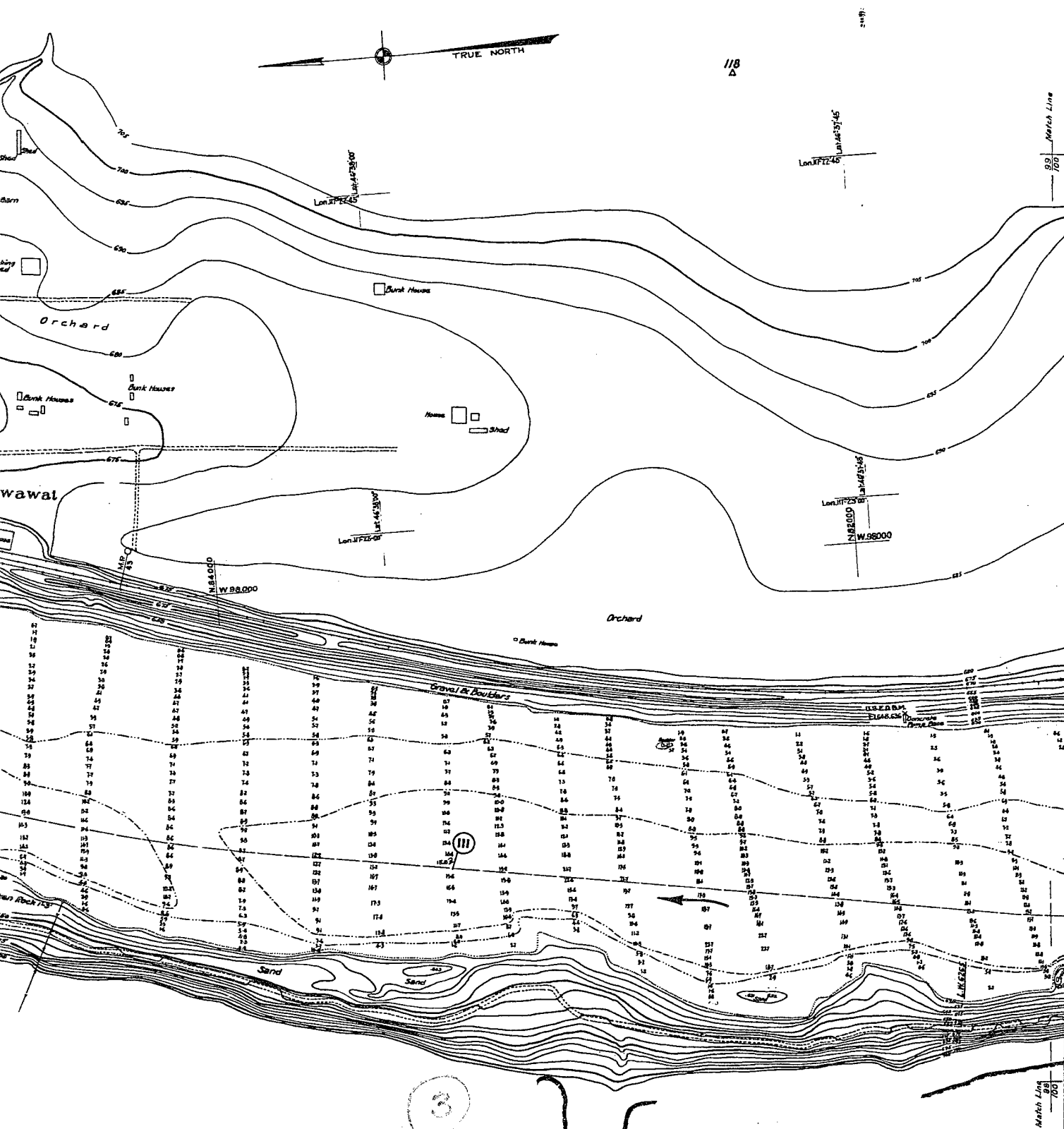
WAR DEPARTMENT





2" to be 10"

NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT AOD
LOW WATER PLANE. (00 ON U.S. WEATHER BUREAU GAGE AT RIF
EUL SITE OF W.S.L.)
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW W
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM
ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
5 FOOT DEPTH CURVE SHOWN THUS: _____
5 FOOT DEPTH CURVE SHOWN THUS: _____
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LI
PROPOSED CHANNEL SHOWN THUS: (11)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIAN, EL. 512.09 M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

9 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (III)

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 99

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Carr
Associate Engineer

W. Williams
Major, Corps of Engineers

Drawn by G.E.T. R.G.Y.

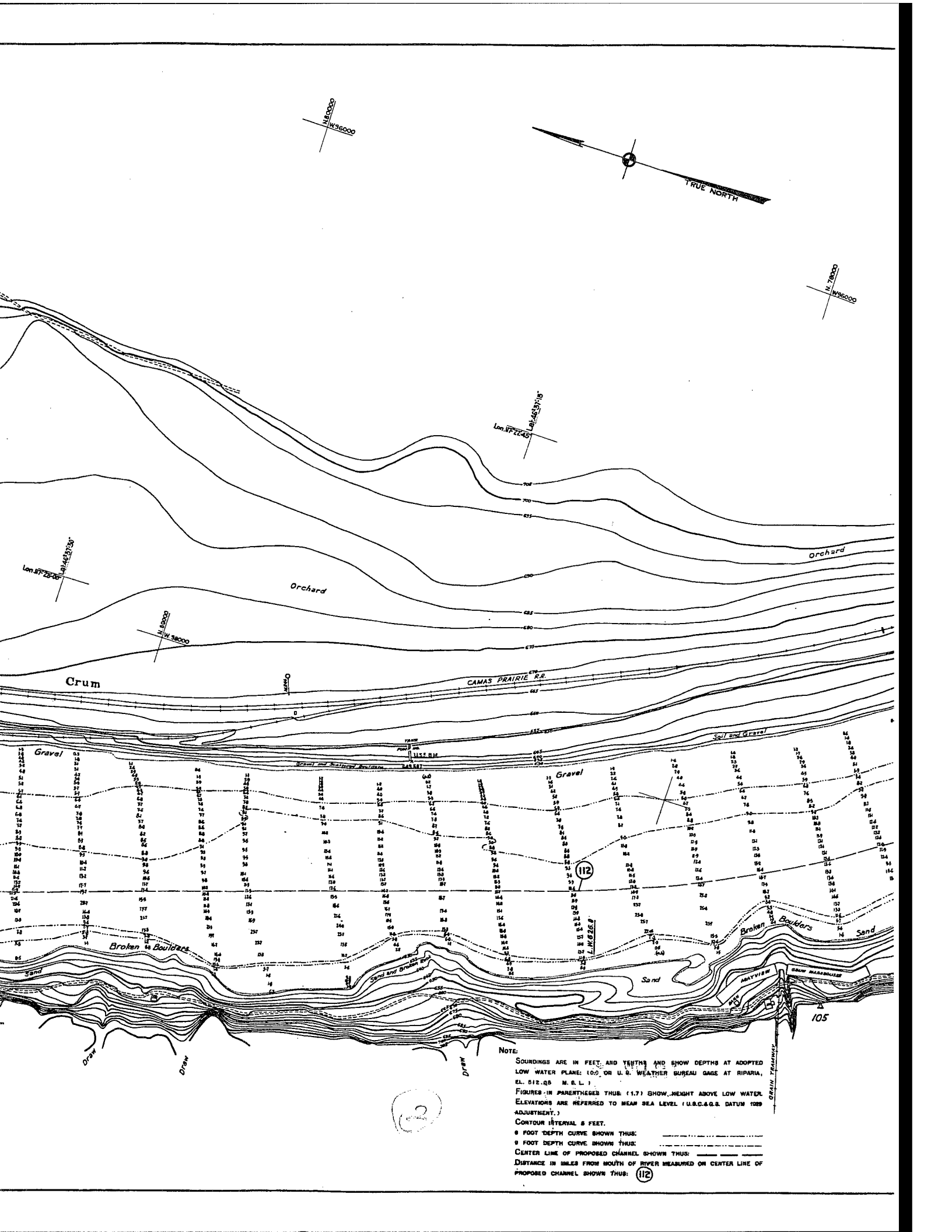
Transmitted with report dated June 10, 1935.

SN-1-4/100
H-9-2/99

SN-1-12/99

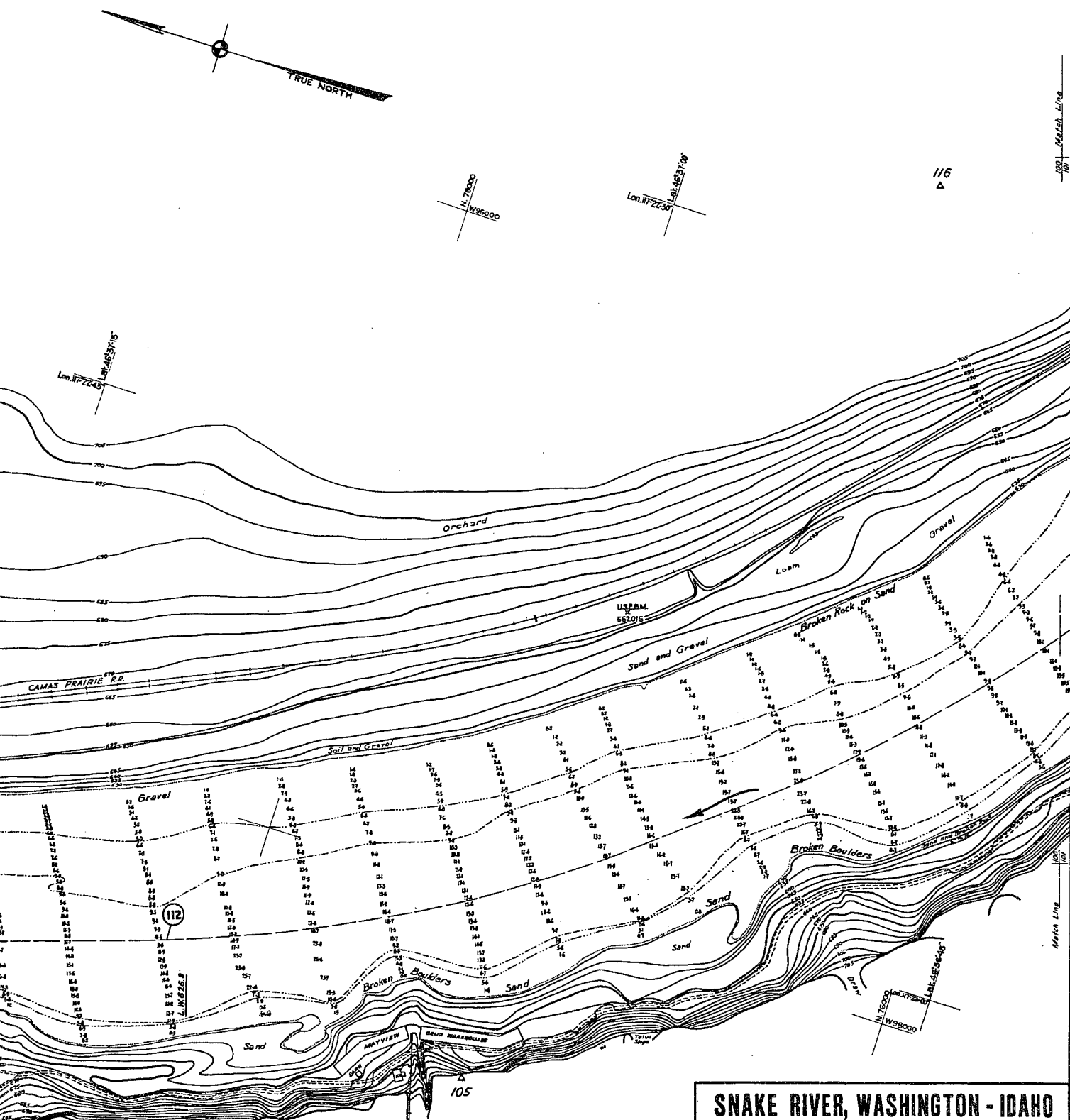
118
△





NOTE:

SOUNDINGS ARE IN FEET, AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 100' ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 512.00 M.S.L. 1.
FIGURES IN PARENTHESES THUS (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929 ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
6 FOOT DEPTH CURVE SHOWN THUS: _____
8 FOOT DEPTH CURVE SHOWN THUS: _____
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (112)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (0.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 812.95 M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

9 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (112)

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 100

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Allen L. Darr
Associate Engineer

Approved:

Chas. Williams
Major, Corps of Engineers

Drawn by J.M.B. R.S.Y.

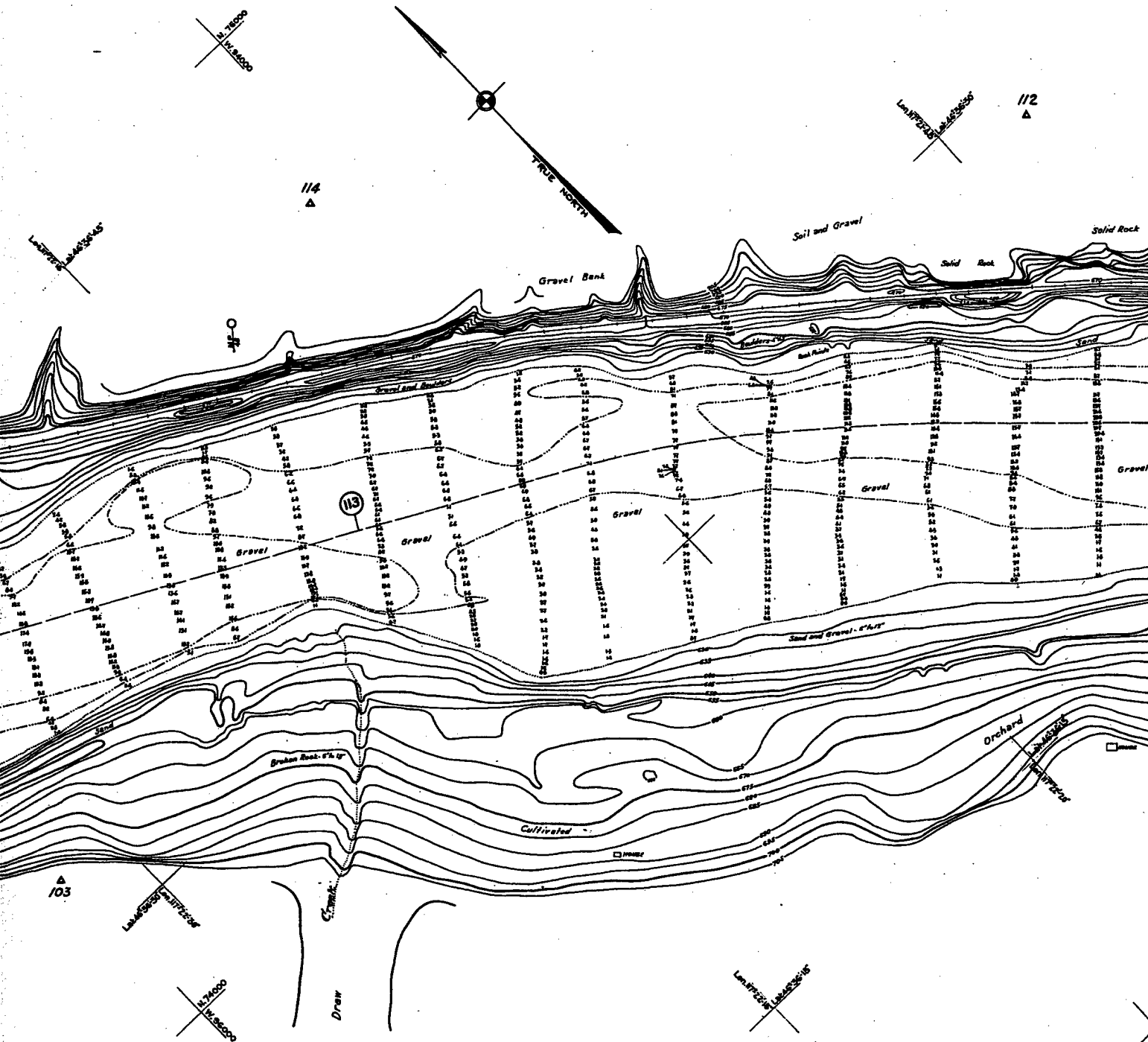
Transmitted with report dated June 10, 1935.

SN-1-4/101
H-9-2/100

SN-1-12/100

[illegible]

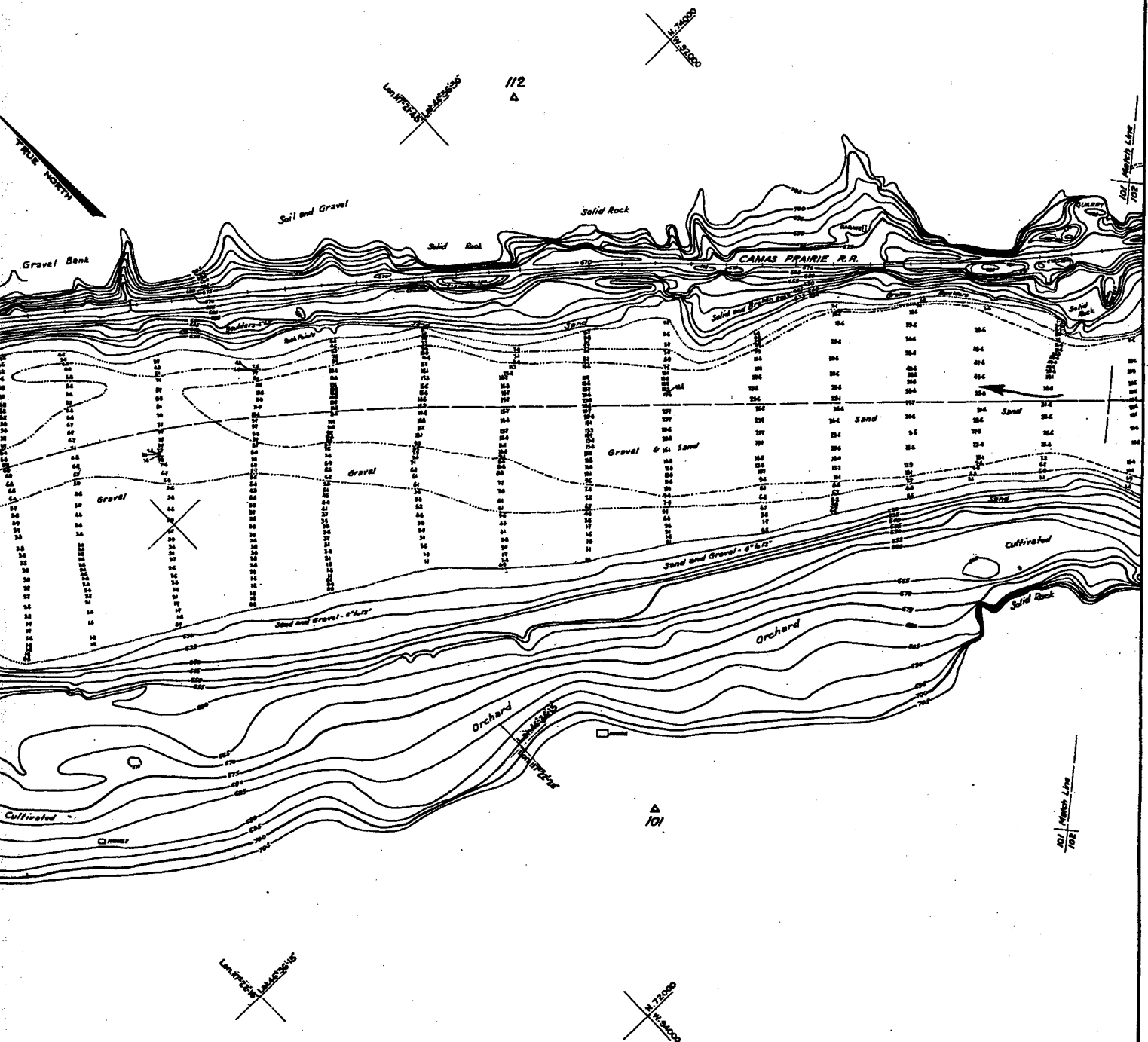
12" to 6



12" to be 10"

(13)

NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT AD
 LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RE
 EL. 312.00 M.S.L.
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW W
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.D.A.G.S. DATUM
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LI
 PROPOSED CHANNEL SHOWN THUS: (13)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT INPARIA, EL. 313.65 M. S. L. ()

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1989 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

5 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (15)

3 **SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT**

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 101

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Darr
Associate Engineer

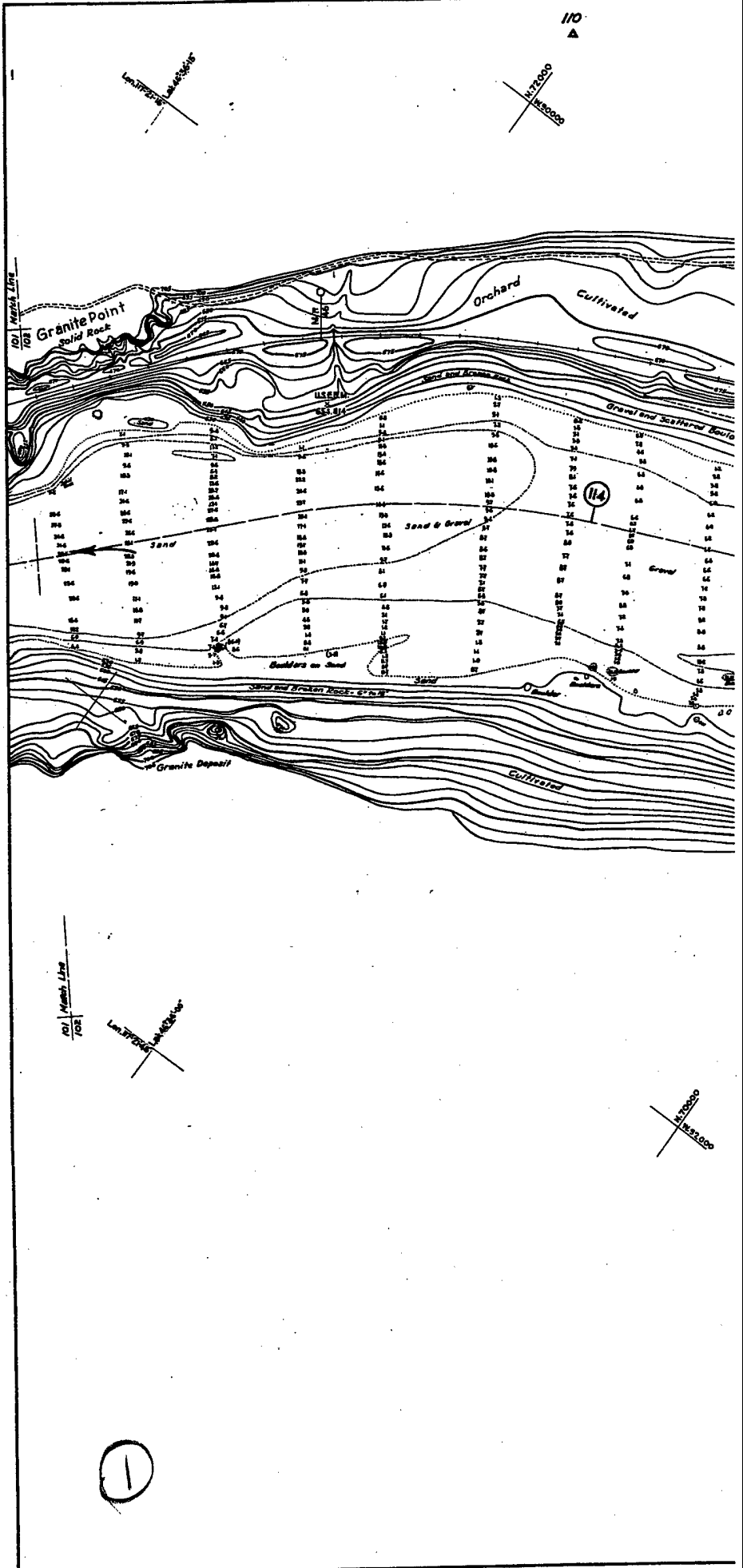
Ed. Williams
Major, Corps of Engineers

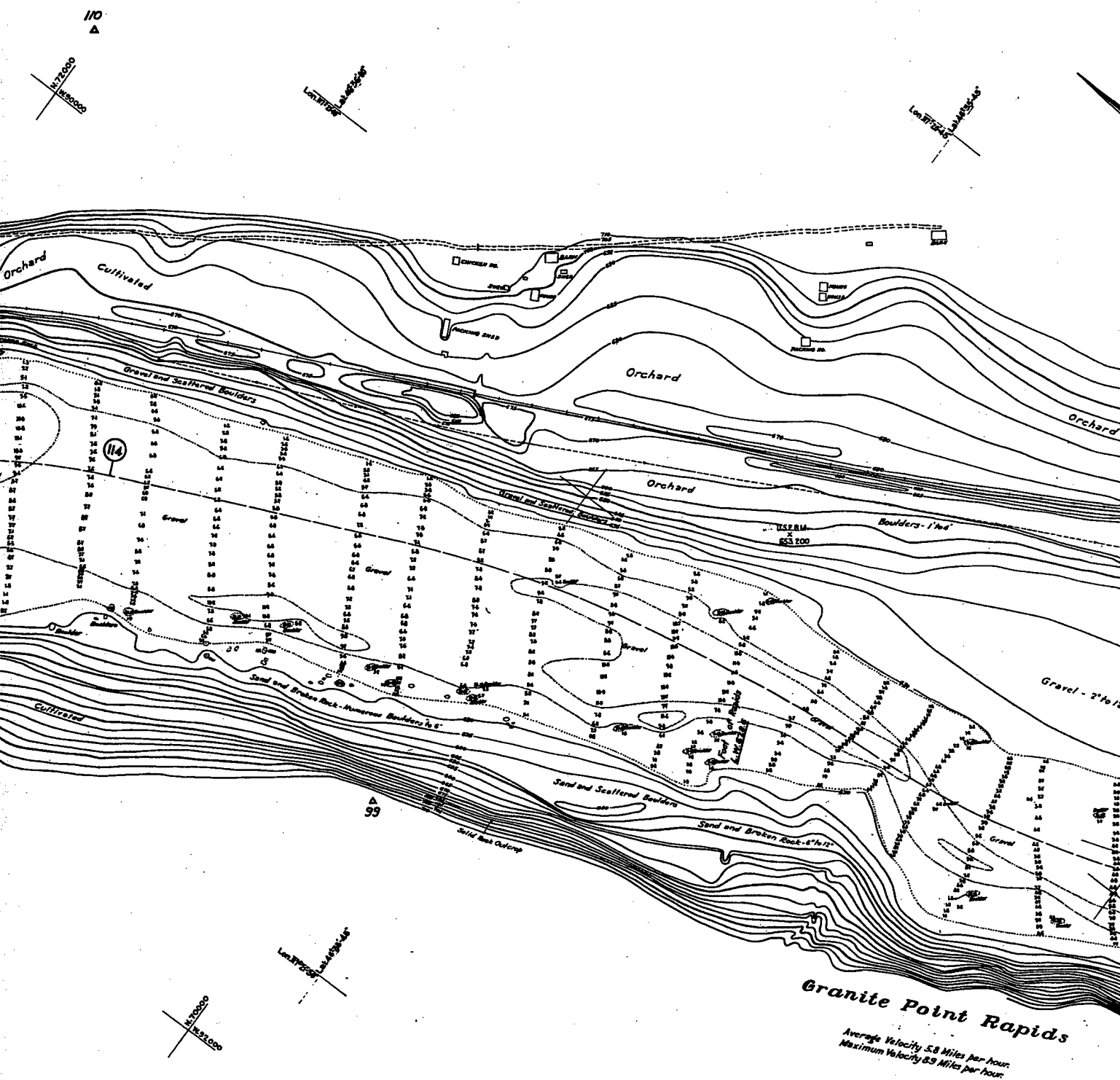
Drawn by J.M.B. R.E.Y.

Transmitted with report dated June 10, 1935.

SN-1-4/102
H-9-2/101

SN-1-12/101

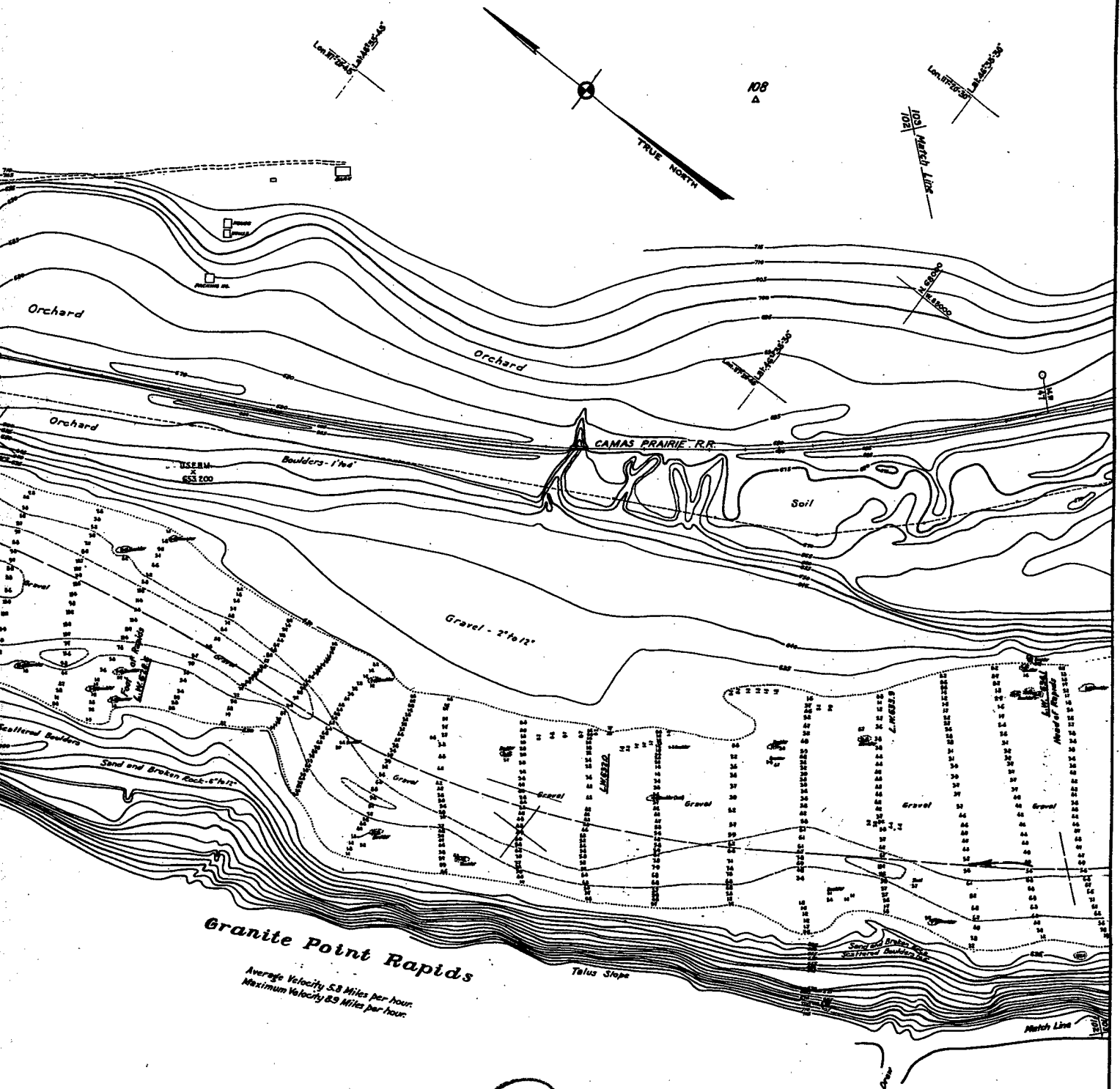




Granite Point Rapids

Average Velocity 5.8 Miles per hour
Maximum Velocity 8.9 Miles per hour

NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AT
LOW WATER PLANE, 10.0 ON U. S. WEATH
EL. 512.05 M. S. L.)
FIGURES IN PARENTHESES THUS: (1.7) SHG
ELEVATIONS ARE REFERRED TO MEAN SEA
ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
6 FOOT DEPTH CURVE SHOWN THUS:
9 FOOT DEPTH CURVE SHOWN THUS:
CENTER LINE OF PROPOSED CHANNEL SHG
DISTANCE IN MILES FROM MOUTH OF RIVER
PROPOSED CHANNEL SHOWN THUS: (114)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 100 ON U.S. WEATHER BUREAU GAGE AT RUPARIA, EL. 312.05 M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1988 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ————

9 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

(114)

SN-1-4/103
H-9-2/102

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 102

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Darr
Associate Engineer

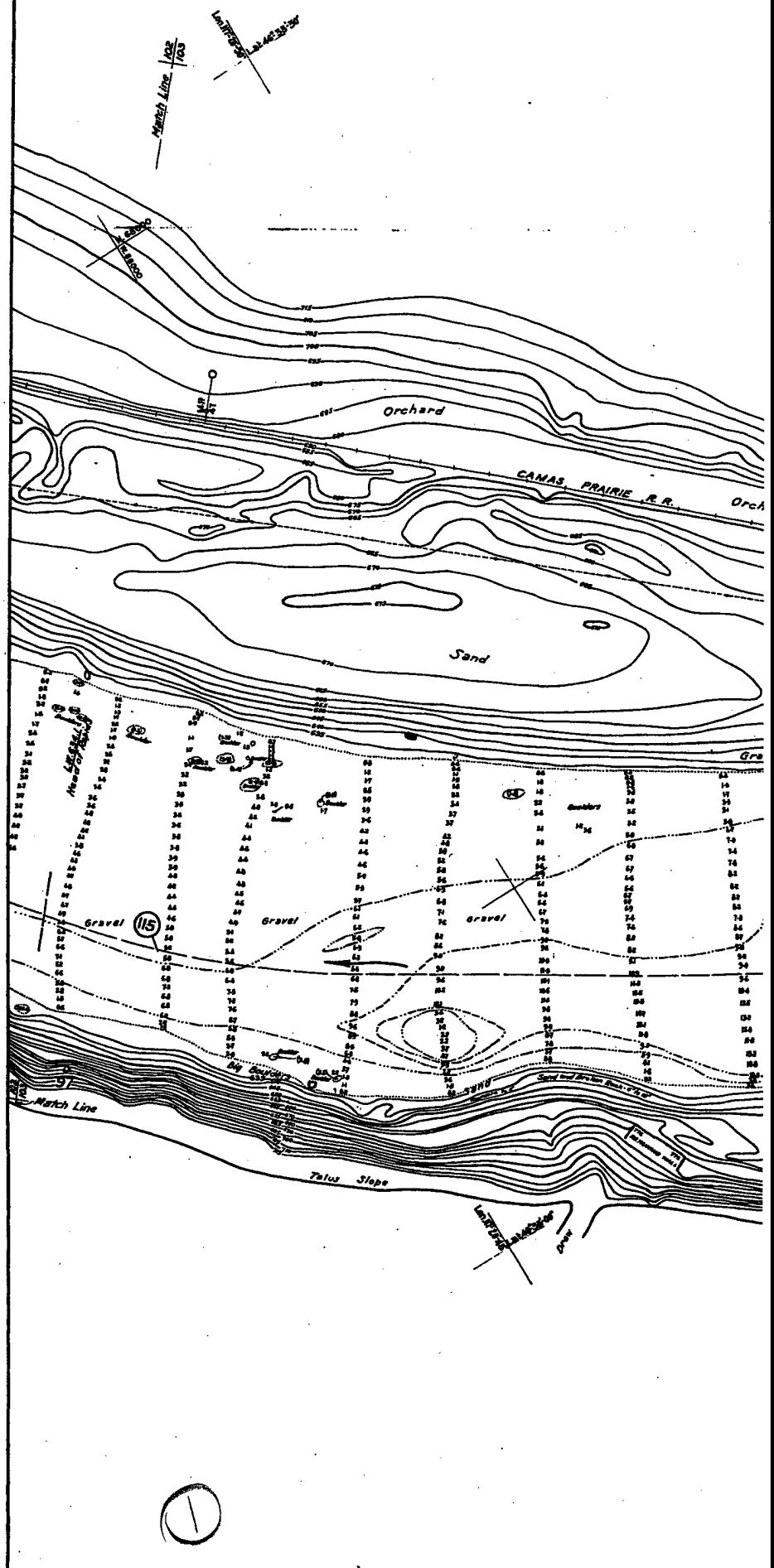
W. H. Williams
Major, Corps of Engineers

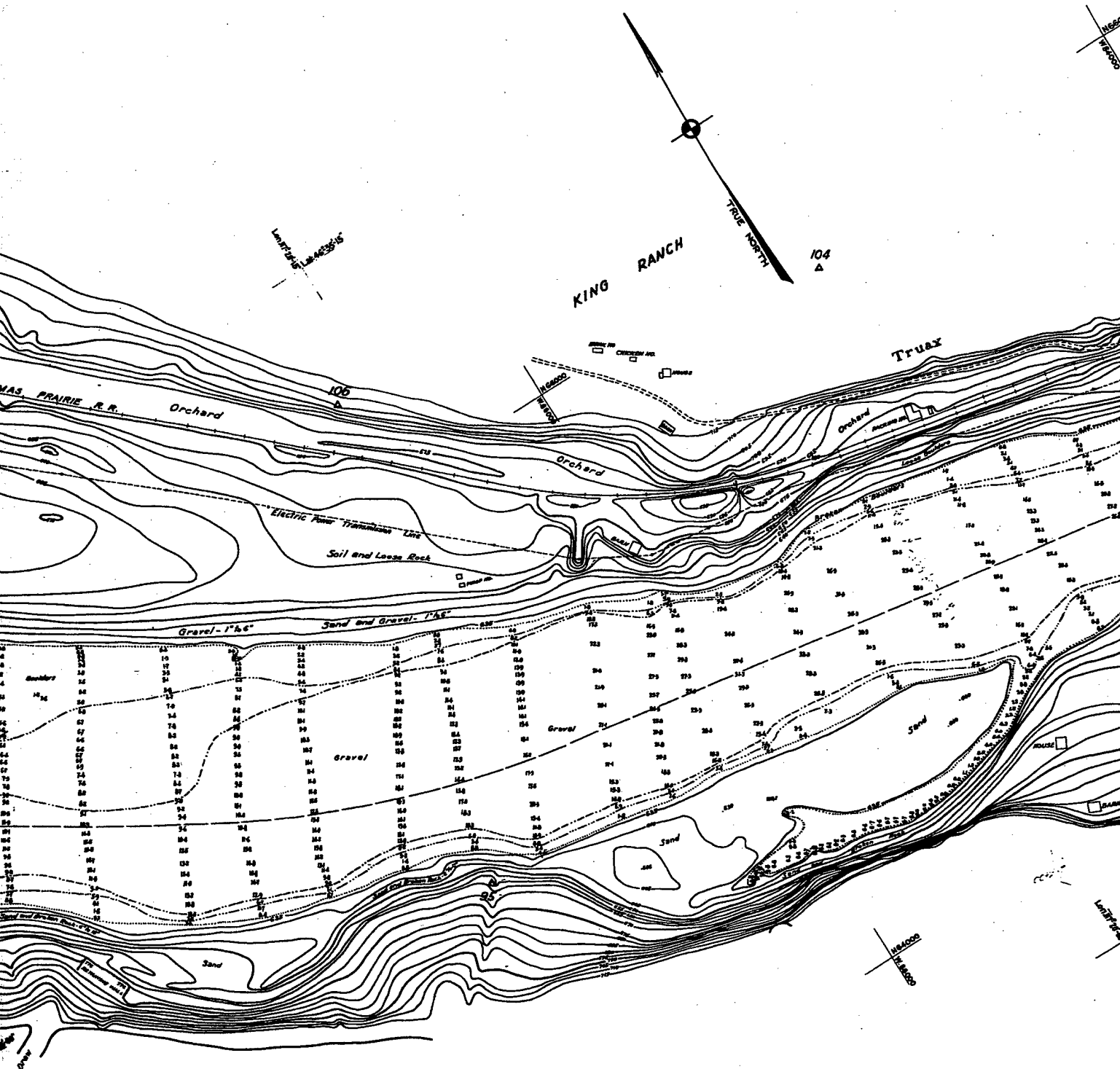
Drawn by J.M.B. R.S.Y.

Transmitted with report dated June 10, 1935.

SN-1-4/102

108
A





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DE LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU EL. 512.00 M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT A ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ---

5 FOOT DEPTH CURVE SHOWN THUS: ---

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ---

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED O PROPOSED CHANNEL SHOWN THUS: (15)



NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED
 LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT JAPANESE,
 EL. 512.05 M. S. L. ()
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1889
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
 PROPOSED CHANNEL SHOWN THUS: (115)

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 103

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Approved:

Allen L. Darr
 Associate Engineer

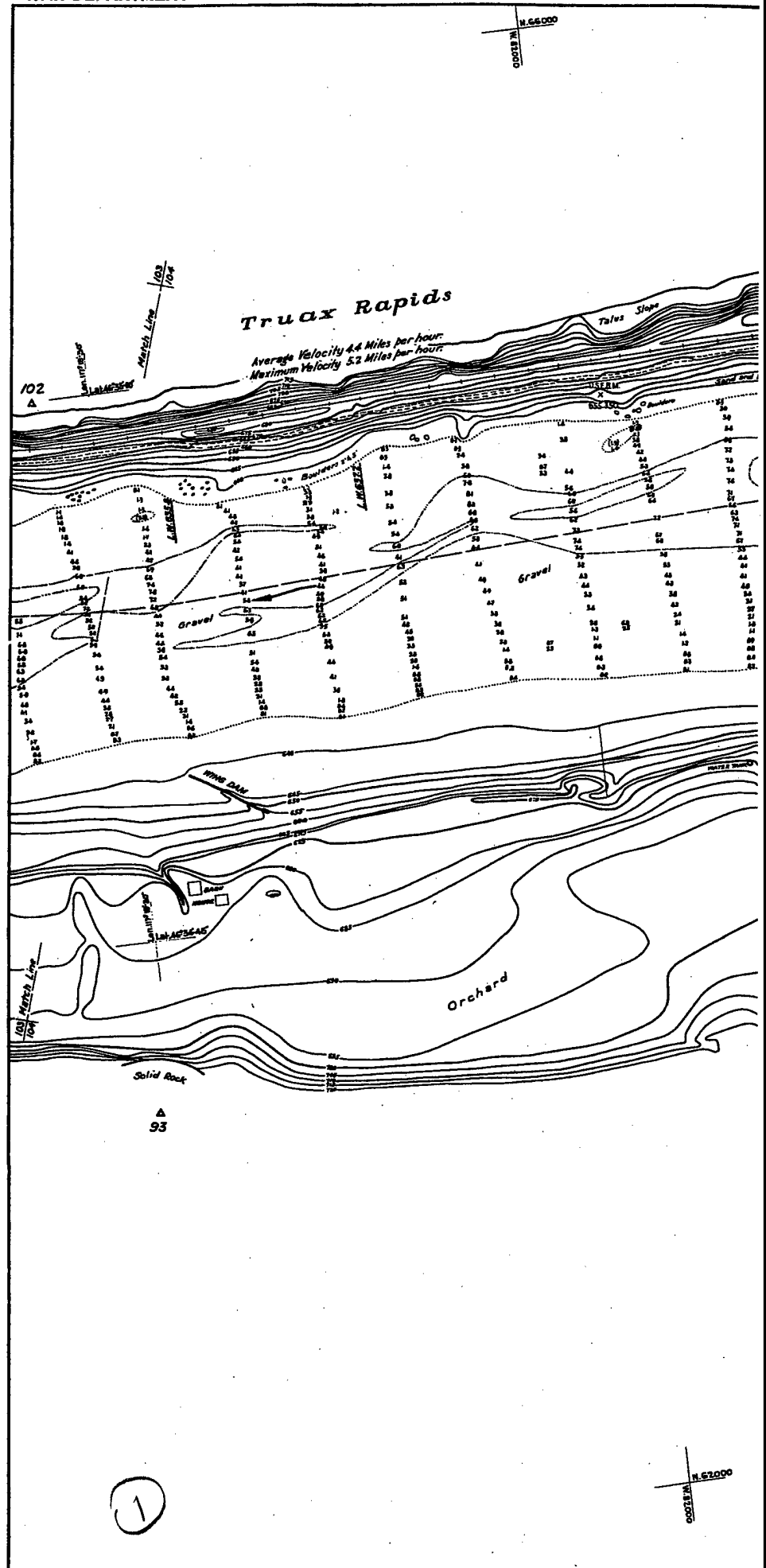
W. H. Jones
 Major, Corps of Engineers

Drawn by J.M.B. R.E.Y.

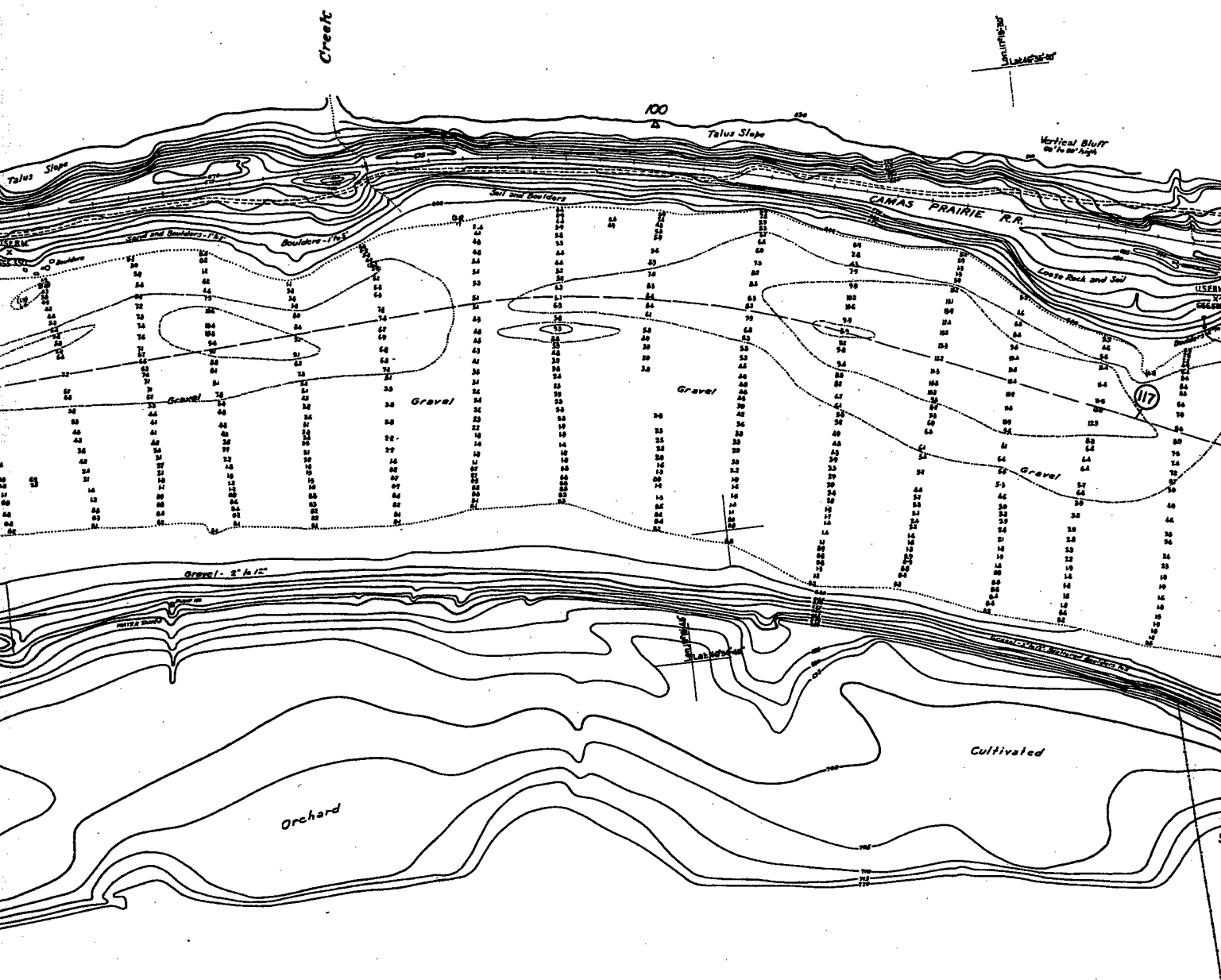
Transmitted with report dated June 10, 1935.

SN-1-4/104
 H-9-2/103

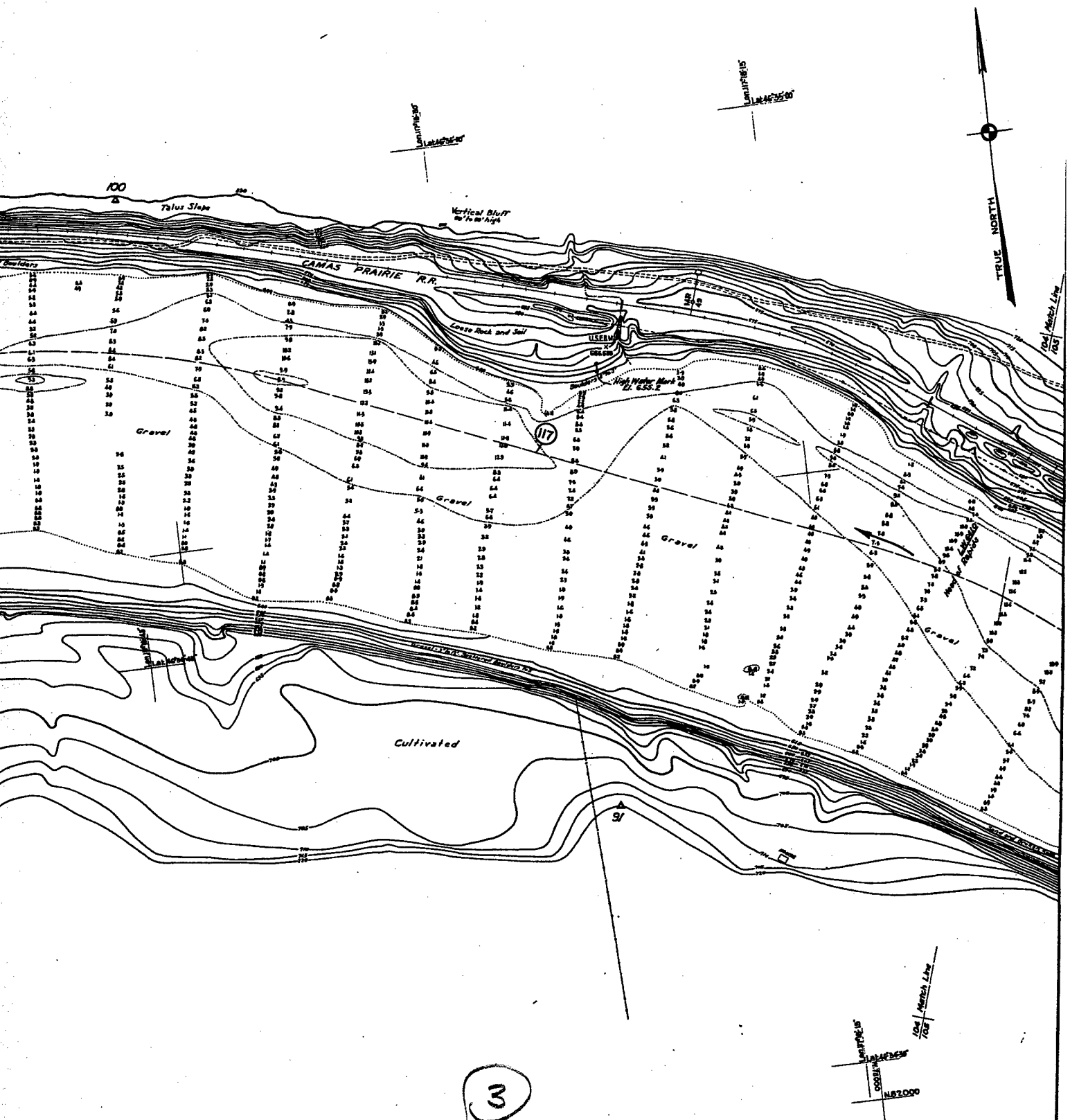
SN-1-12/103



①



NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED
 LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIVAN
 EL. 512.05 M.S.L.
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.A.S. DATUM IS
 ADJUSTED.)
 CONTOUR INTERVAL 3 FEET.
 6 FOOT DEPTH CURVE SHOWN THUS: -----
 9 FOOT DEPTH CURVE SHOWN THUS: -----
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: -----
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
 PROPOSED CHANNEL SHOWN THUS: (117)



N 82,000

NOTE

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (0.0 ON U. S. WEATHER BUREAU GAGE AT RYANA, EL. 512.05 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.A.S. DATUM 1985 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

6 FOOT DEPTH CURVE SHOWN THUS: ————

9 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (117)

SN-1-4/105
H-9-2/104

Snake River, Washington - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 104

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Allen L. Darr
Associate Engineer

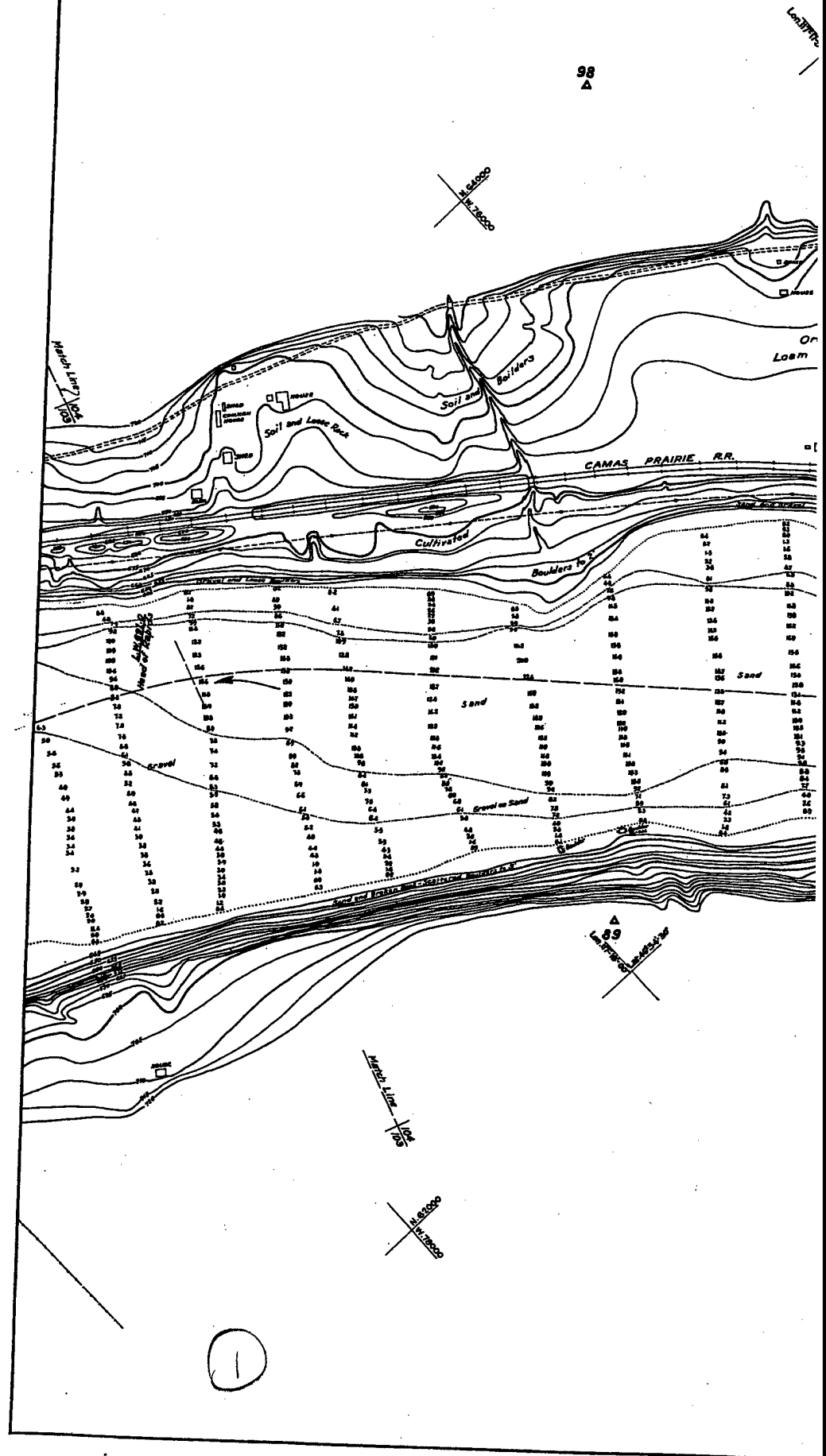
Approved:

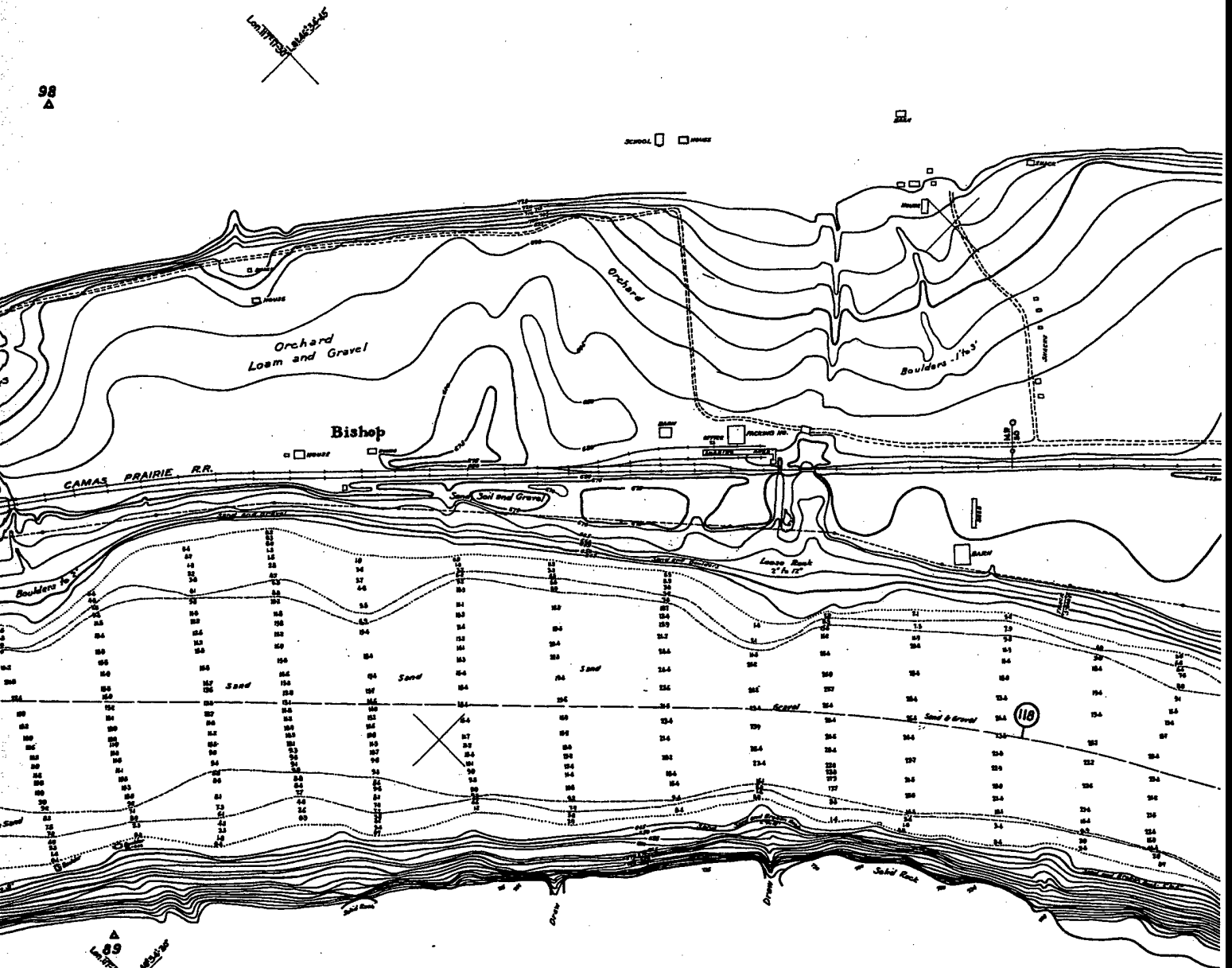
W. L. Williams
Major, Corps of Engineers

Drawn by J.M.B. R.G.Y.

Transmitted with report dated June 10, 1935.

SN-1-12/104





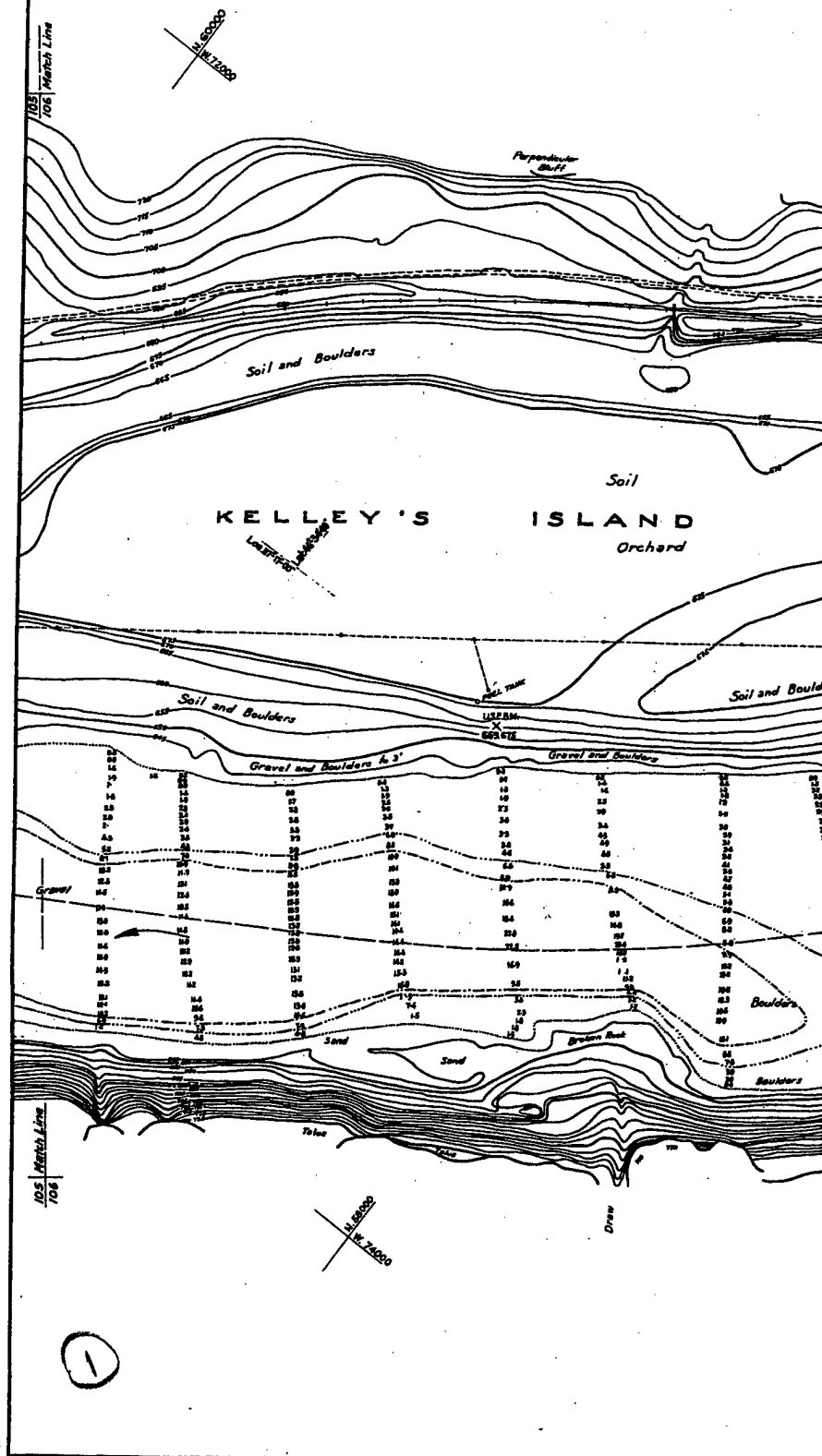
NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND
LOW WATER PLANE: 10.0 ON U. S. WEATHER
SL. 512.85 M. S. L.)
FIGURES IN PARENTHESES THUS (1.7) SHOW
ELEVATIONS ARE REFERRED TO MEAN SEA LVL
ADJUSTMENT.)
CONTOUR INTERVAL: 5 FEET.
5 FOOT DEPTH CURVE SHOWN THUS: ---
9 FOOT DEPTH CURVE SHOWN THUS: ---
CENTER LINE OF PROPOSED CHANNEL SHOWN
DISTANCE IN MILES FROM MOUTH OF RIVER IS
PROPOSED CHANNEL SHOWN THUS: (118)



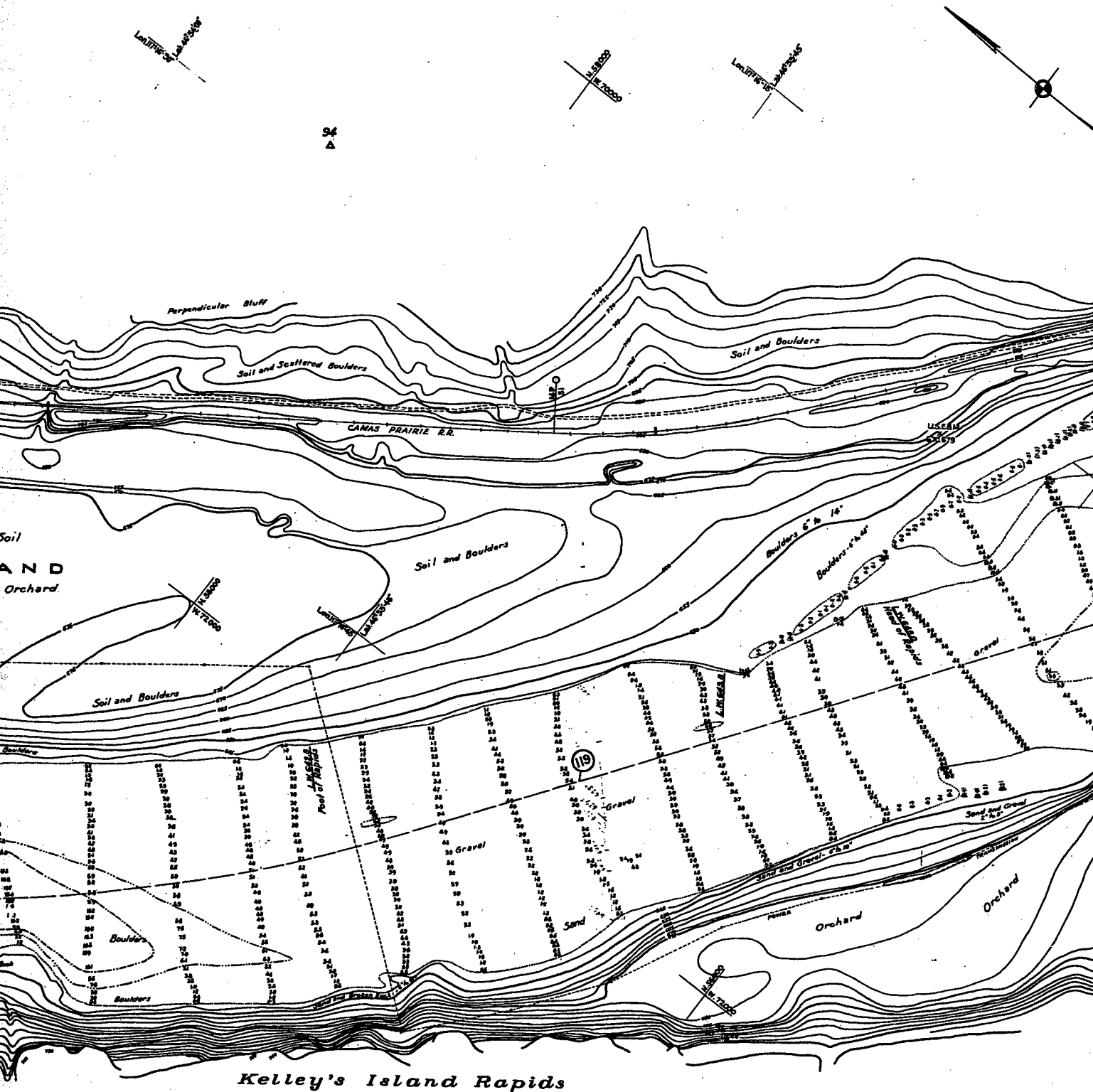
~~N. 60000~~
~~N. 76000~~

Transmitted with report dated June 10, 1935

SN-1-127005



①



Kelley's Island Rapids

Average Velocity 5.0 Miles per hour.
Maximum Velocity 6.4 Miles per hour.

(2)

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTH LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU (EL. 512.05 M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT AS ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.G. ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

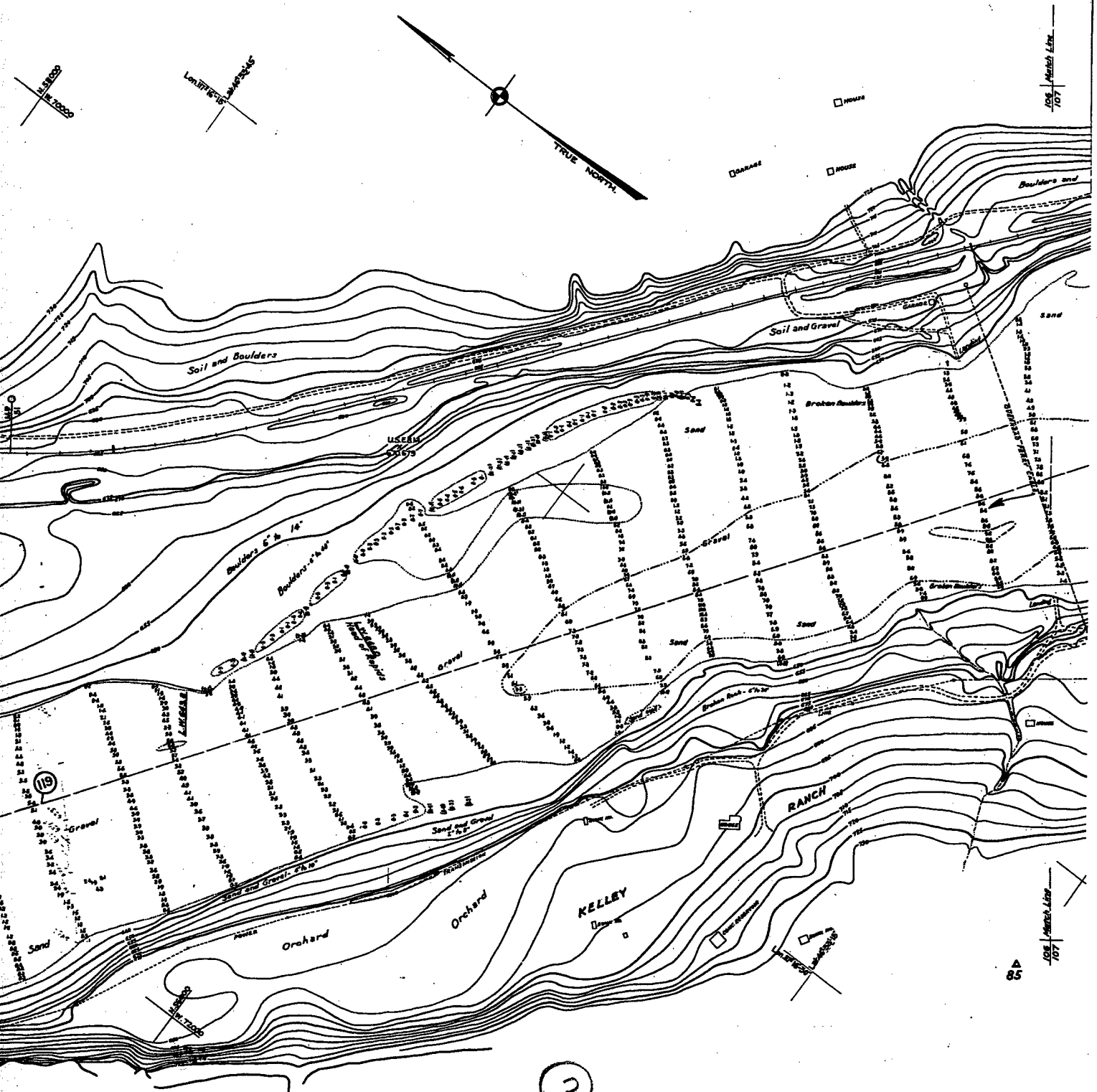
5 FOOT DEPTH CURVE SHOWN THUS: ————

9 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON PROPOSED CHANNEL SHOWN THUS: ————

(19)



NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED
 LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RUPARIA,
 EL. 512.03 M. S. L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.G.A.S. DATUM 1985
 ADJUSTMENT.)
 CONTOUR INTERVAL: 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 9 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
 PROPOSED CHANNEL SHOWN THUS: _____

(119)

 SN-1-4/107
 H-9-2/106

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 54 SHEETS

SCALE 1:2,000

SHEET NO. 106

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Davis
 Associate Engineer

W. Williams
 Major, Corps of Engineers

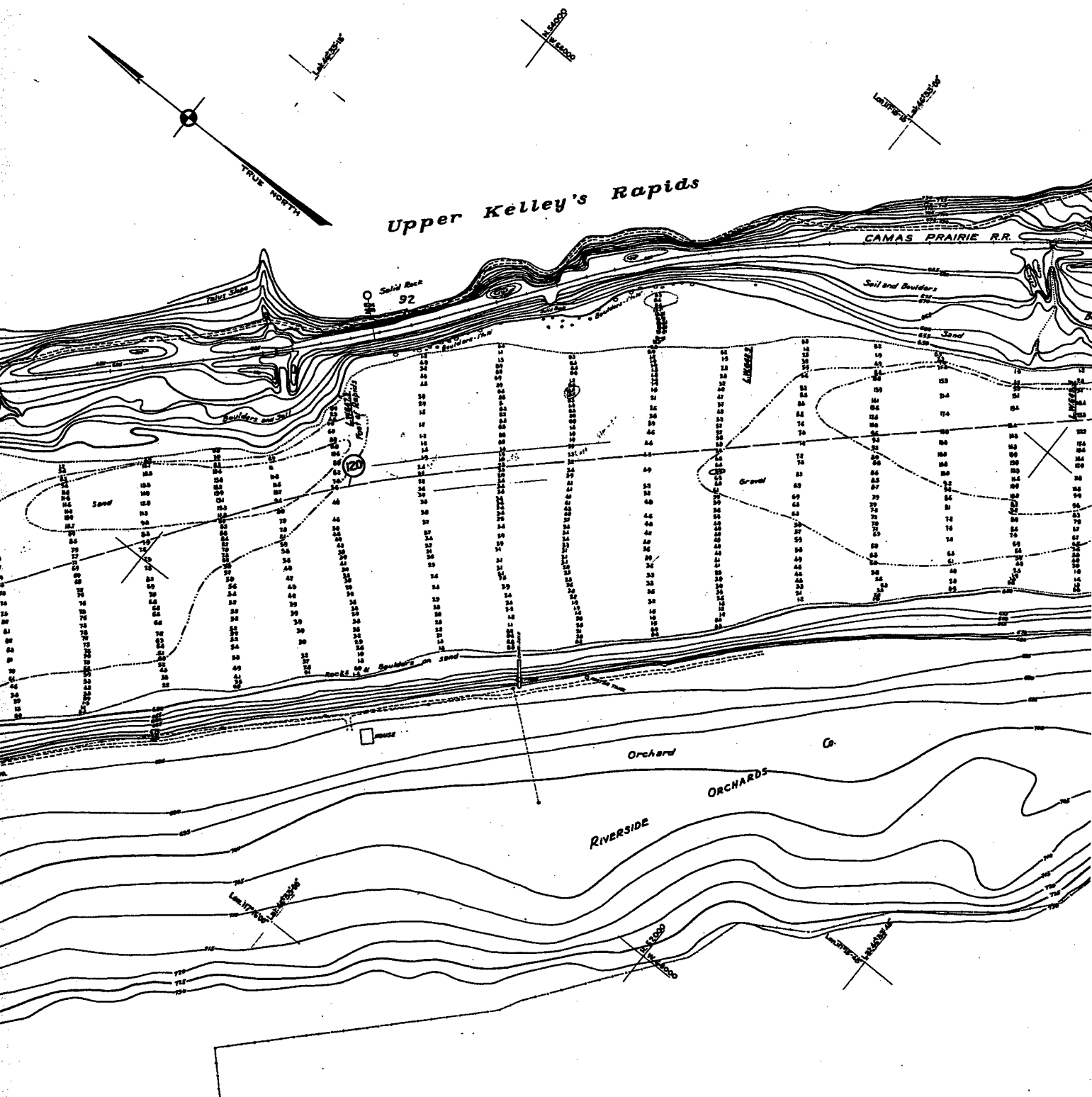
Drawn by J.M.B. R.G.Y.

Transmitted with report dated June 10, 1935

SN-1-12/106



85



NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS
 LOW WATER PLANE 10.0 ON U.S. WE.
 EL. 512.95 M.S.L.
 FIGURES IN PARENTHESES THUS (1.7)
 ELEVATIONS ARE REFERRED TO MEAN SE
 ADJUSTMENT.
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THIN
 5 FOOT DEPTH CURVE SHOWN THICK
 CENTER LINE OF PROPOSED CHANNEL &
 DISTANCE IN MILES FROM MOUTH OF R.
 PROPOSED CHANNEL SHOWN THIN.

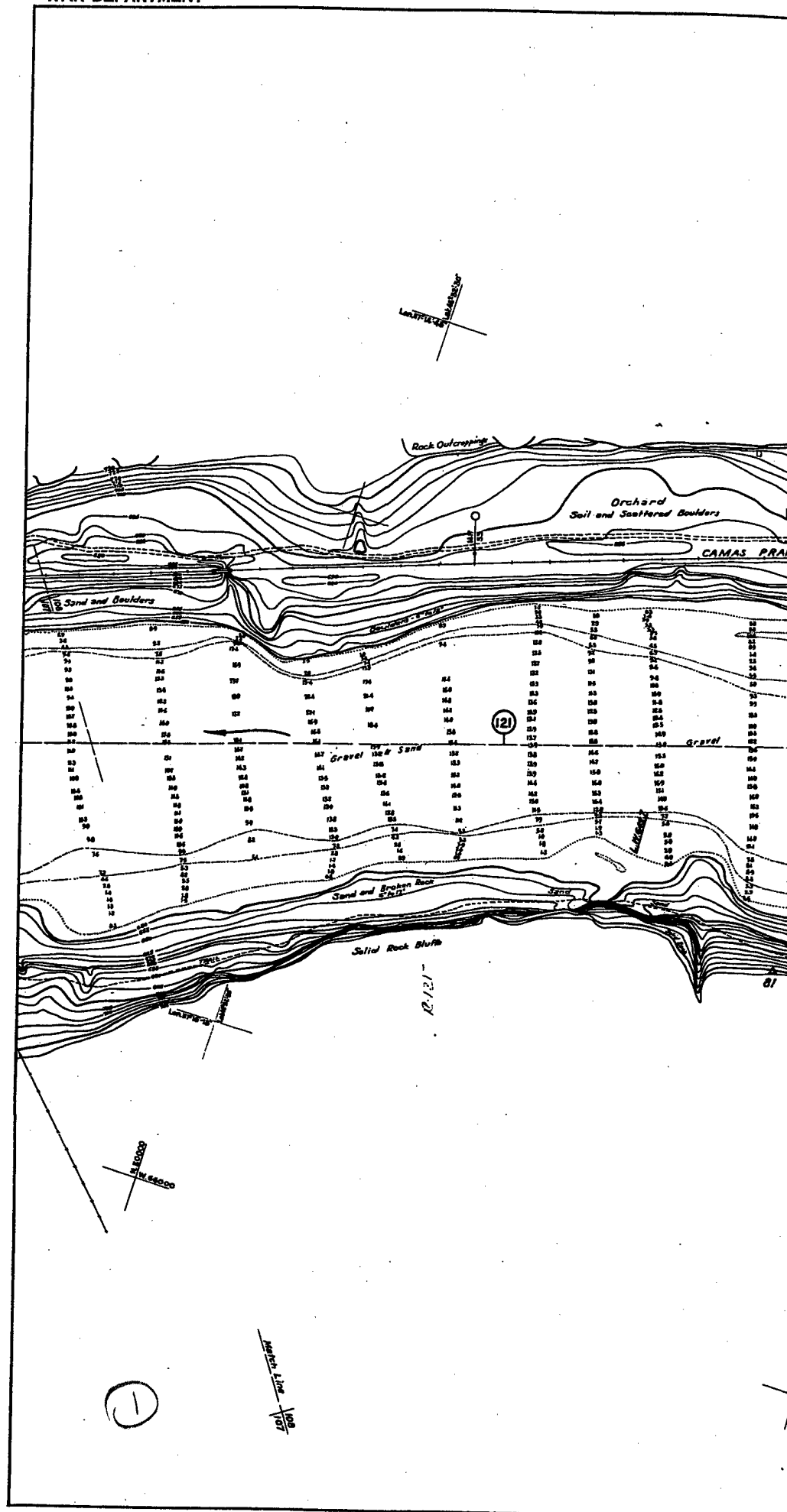
(2)

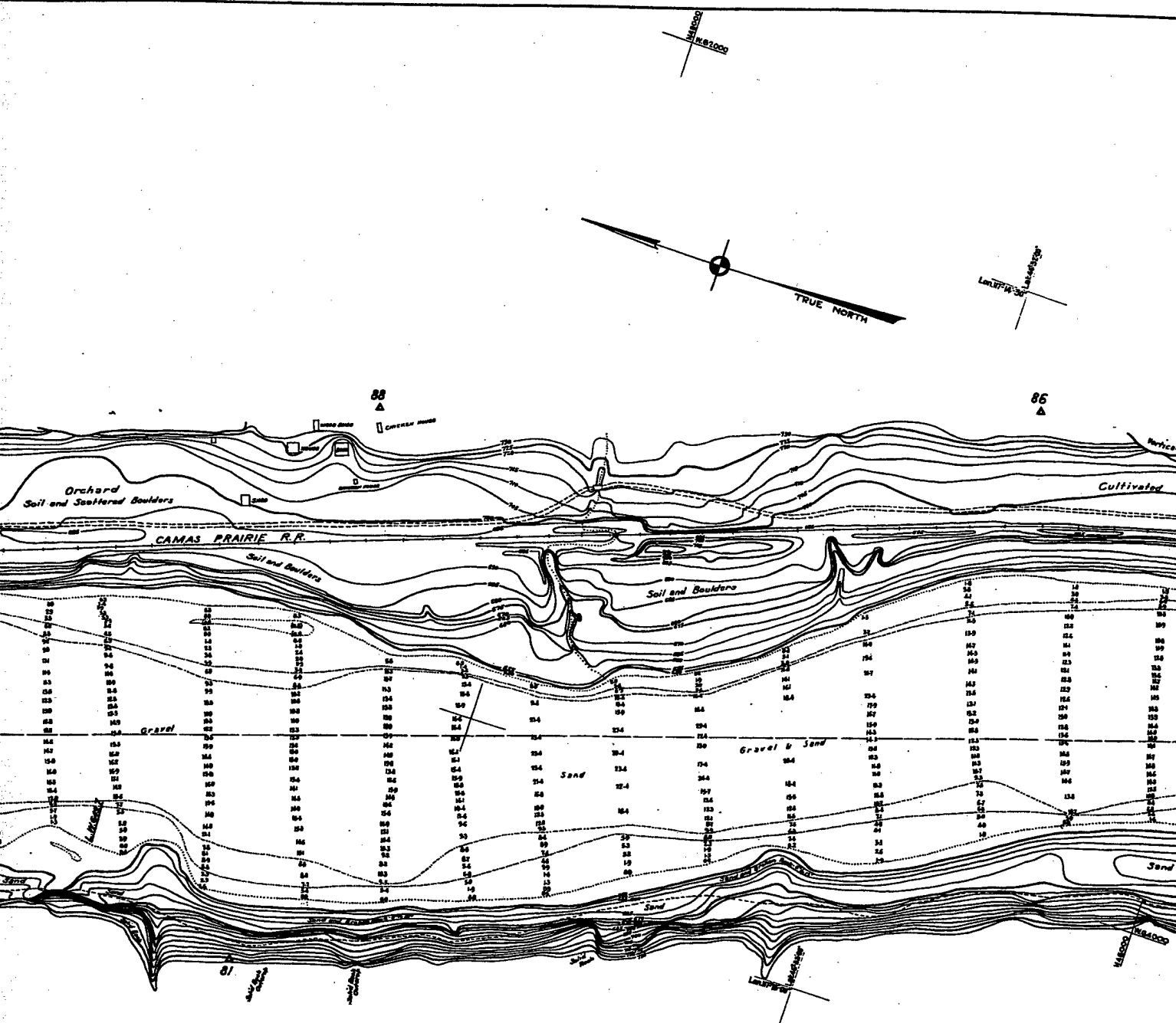


SOUNDINGS ARE IN FEET AND TENTHS AND SNOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT REPARA, EL. 512.55 M.S.L. I
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL; U.S.C.G.S. DATUM 1989 ADJUSTMENT.)
CONTOUR INTERVAL: 5 FEET.
5 FOOT DEPTH CURVE SHOWN THUS: _____
8 FOOT DEPTH CURVE SHOWN THUS: _____
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (22)

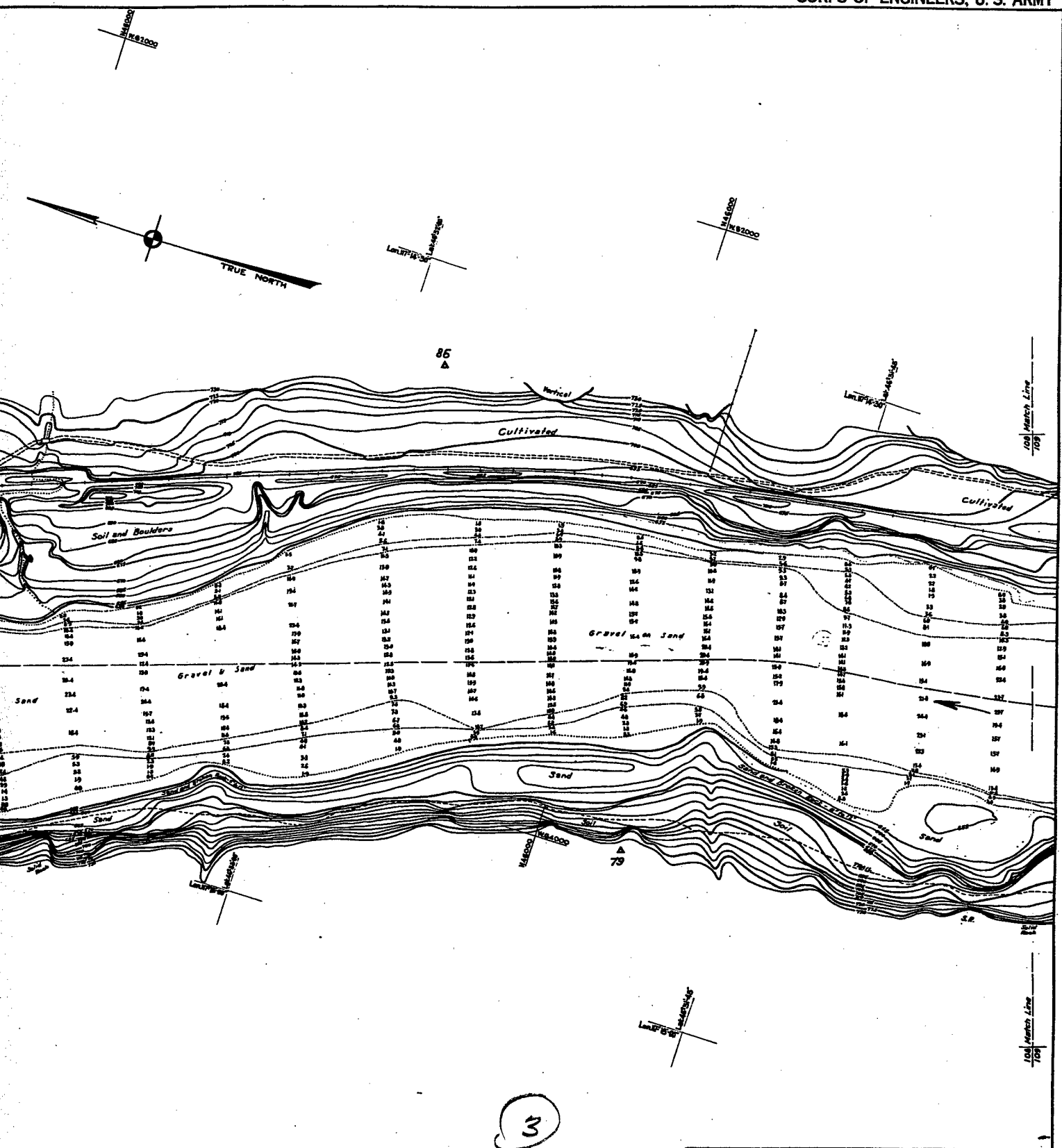
Transmitted with report dated June 10, 1935

SN-1-127107





NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT LOW WATER PLANE 10.0 ON U.S. WEATHER BUREAU GAGE AT EL. 512.08 M.S.L.
 FIGURES IN PARENTHESES THUS (1.7) SHOW HEIGHT ABOVE LOW ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.S.S. ON ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 9 FOOT DEPTH CURVE SHOWN THUS: ————
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER PROPOSED CHANNEL SHOWN THUS: (12)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT ROPAMA, EL. 815.85 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1989 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: -----

9 FOOT DEPTH CURVE SHOWN THUS: -----

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: -----

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (12)

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2000

SHEET NO. 108

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Approved:

Allen L. Starr
Associate Engineer

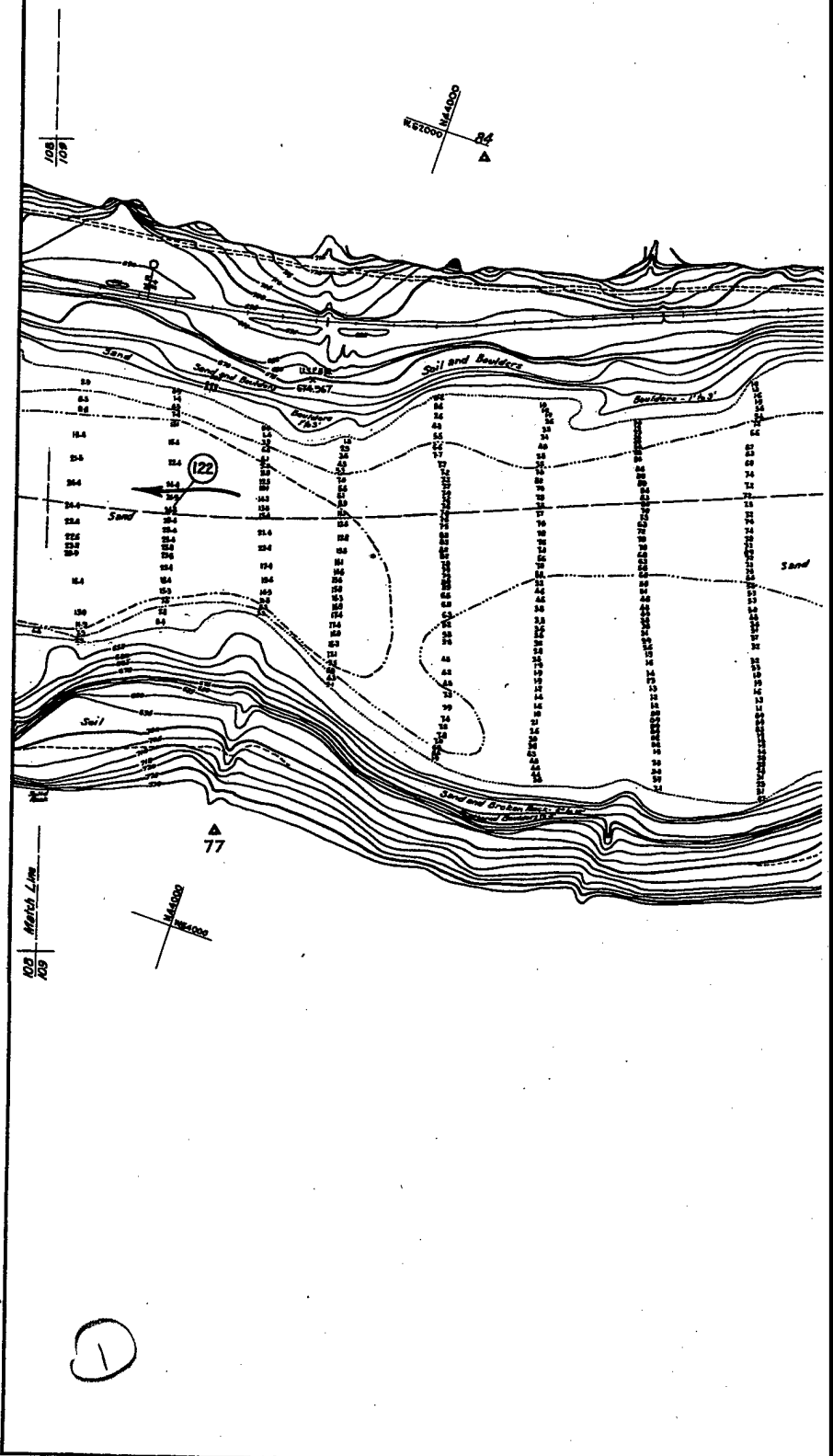
W. Williams
Major, Corps of Engineers

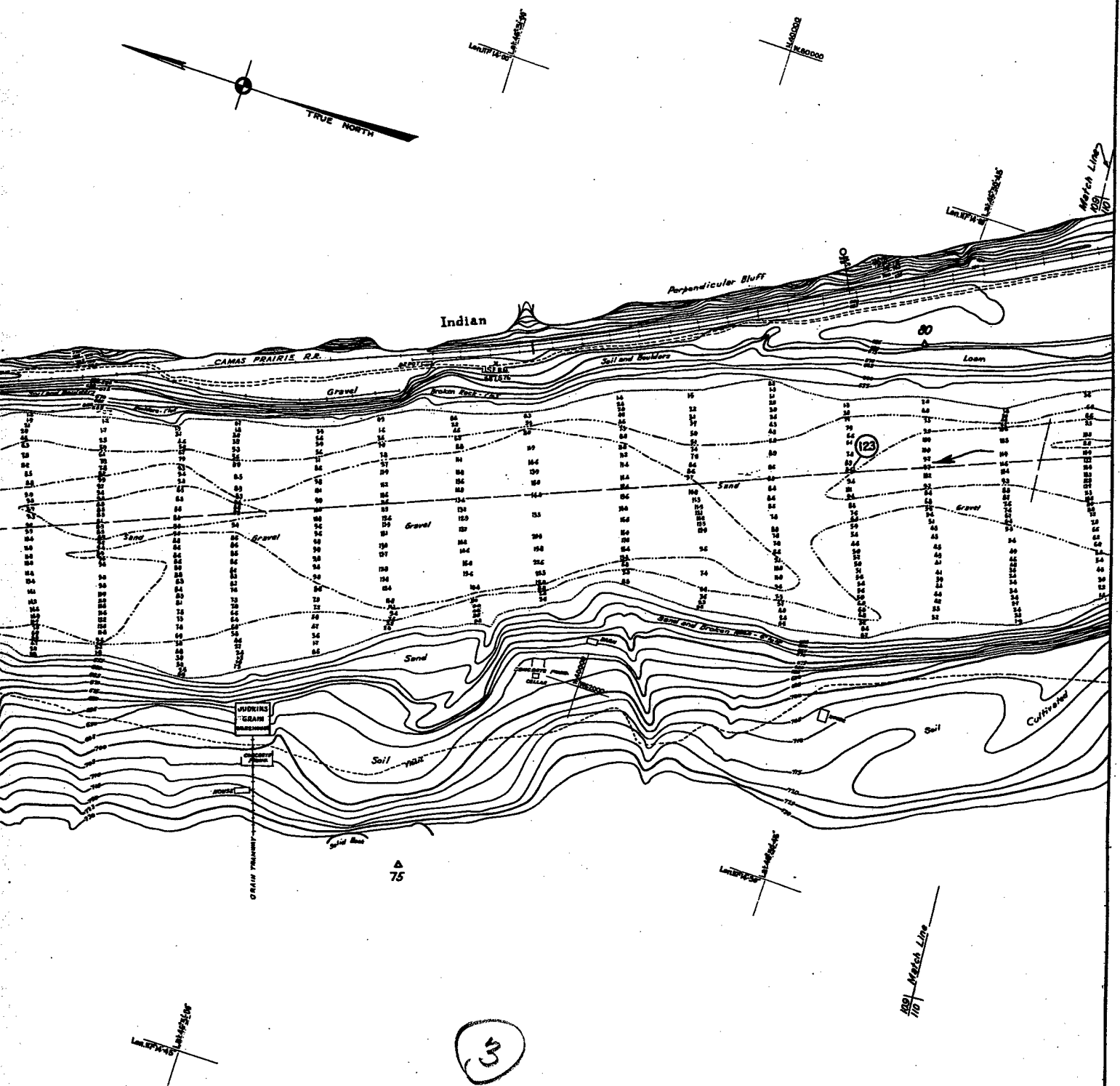
Drawn by JMB. R.E.Y.

Transmitted with report dated June 10, 1935

SN-1-4/109
H-9-2/108

SN-1-12/108





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RUPARIA, EL. 512.55 M.S.L. 1

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1985 ADJUSTMENT.)

CONTOUR INTERVAL: 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (123)

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 54 SHEETS

SCALE 1:2,000

SHEET NO. 109

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Darr
 Associate Engineer

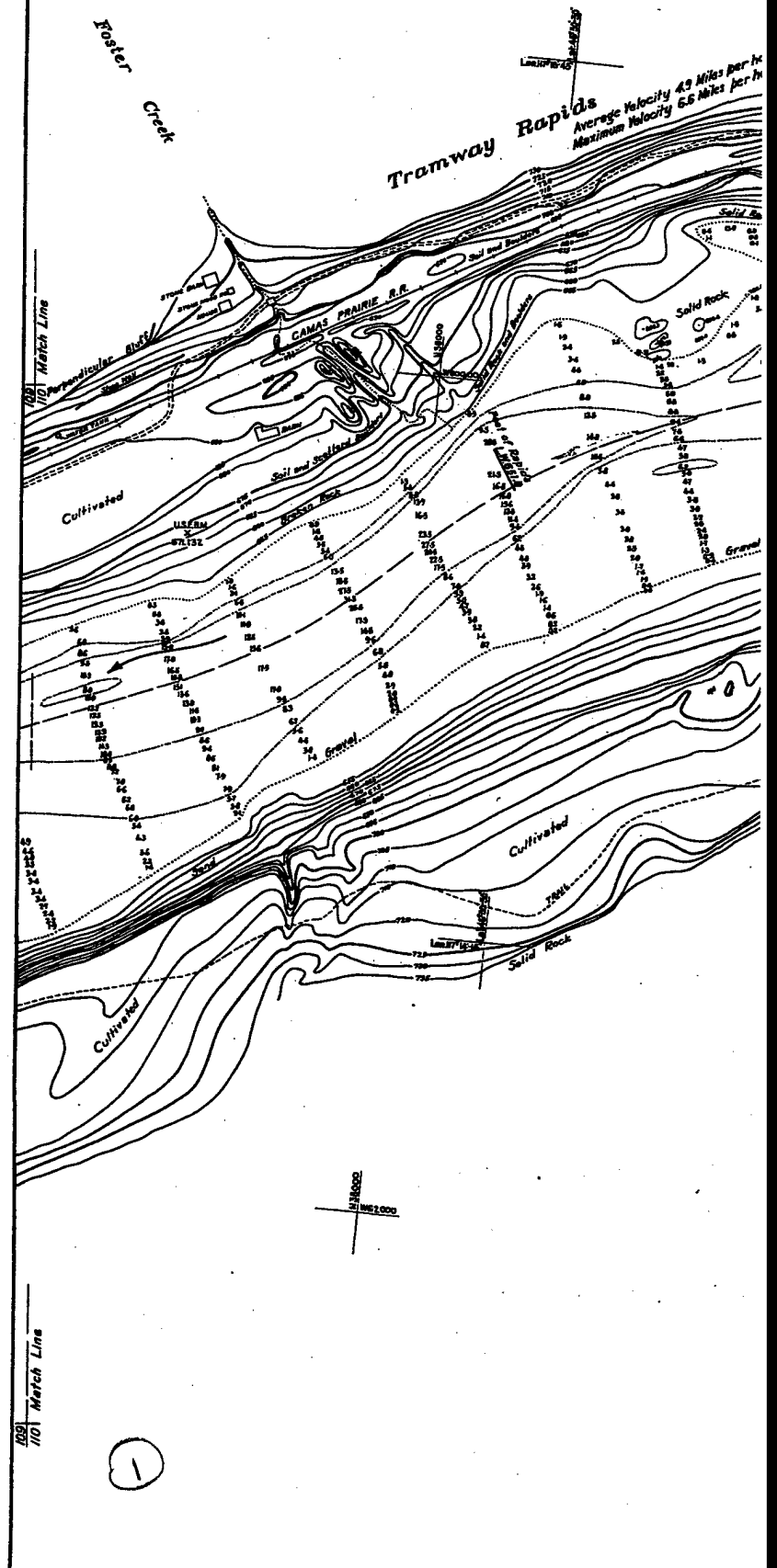
W. Williams
 Major, Corps of Engineers

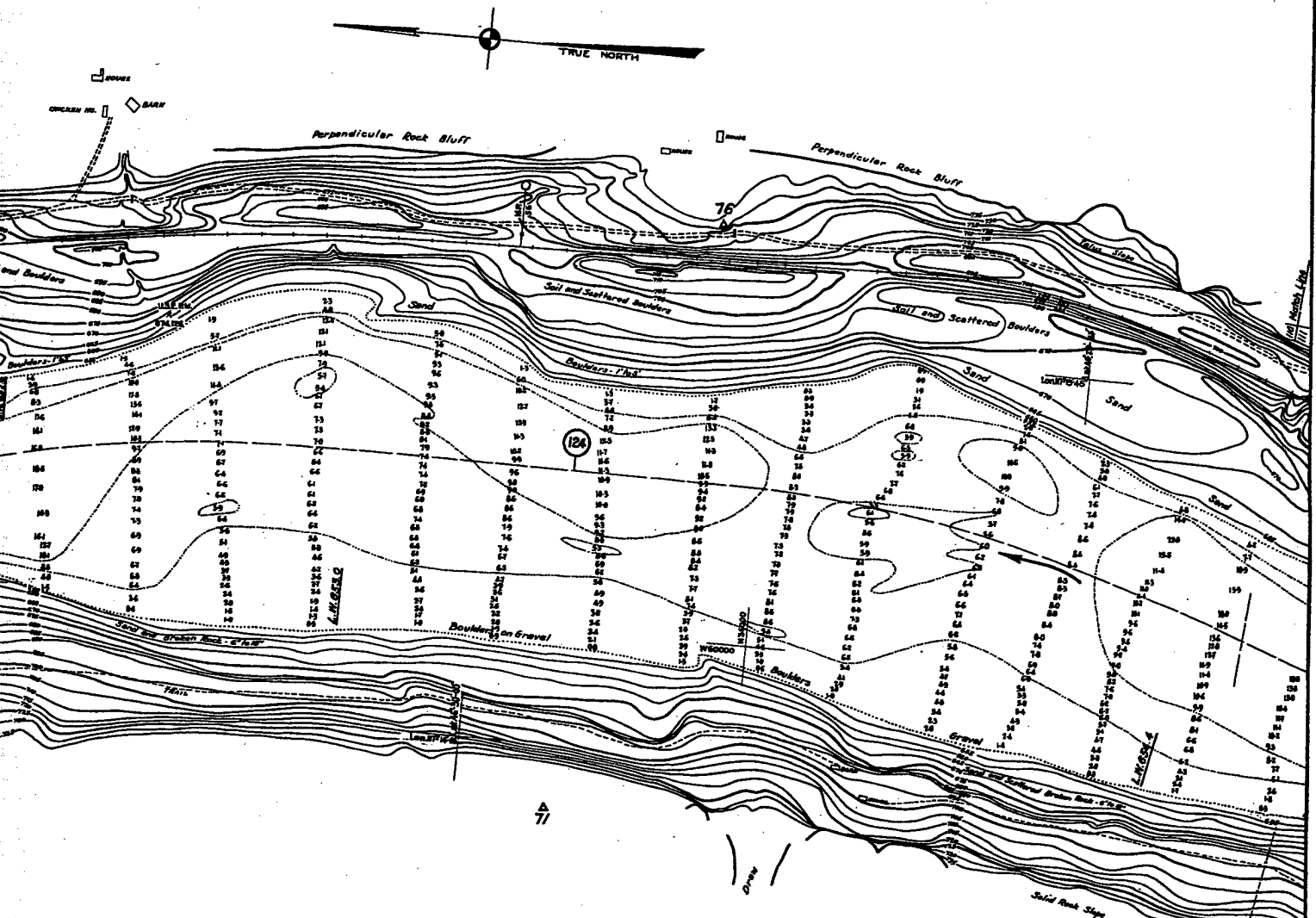
Drawn by J.M.B. R.G.Y.

Transmitted with report dated June 10, 1935

SN-1-4/110
 H-9-2/109

SN-1-12/109





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RUPARIA, SL. 512.05 M.S.L. ()

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1985 ADJUSTMENT.)

COURTOUT INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (124)

N 145000
W 162000

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 54 SHEETS

SCALE 1:2,000

SHEET NO. 110

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Allen L. Darr
Associate Engineer

Approved:

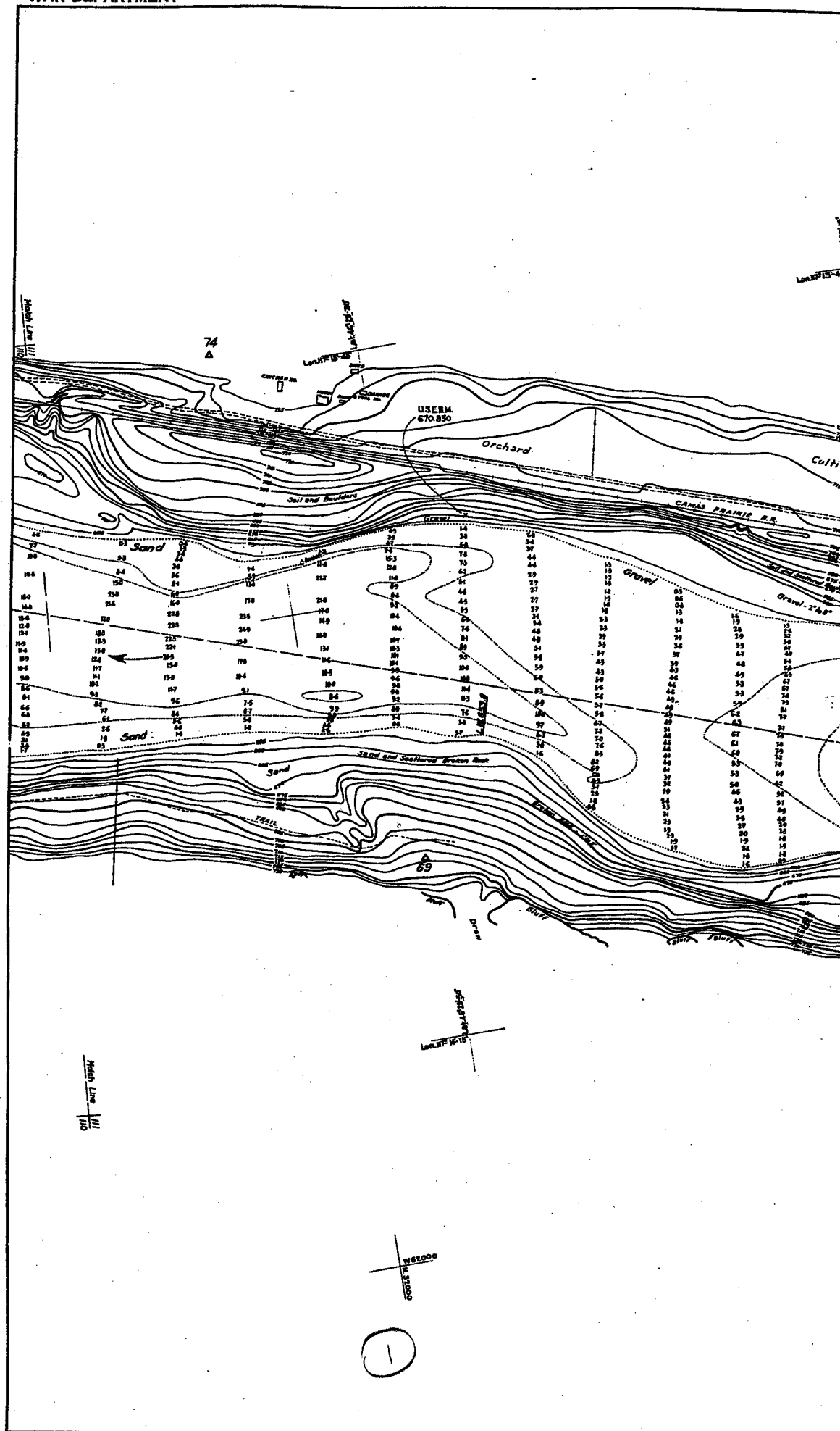
W. L. Darr
Major, Corps of Engineers

Drawn by J.M.B. R.G.Y.

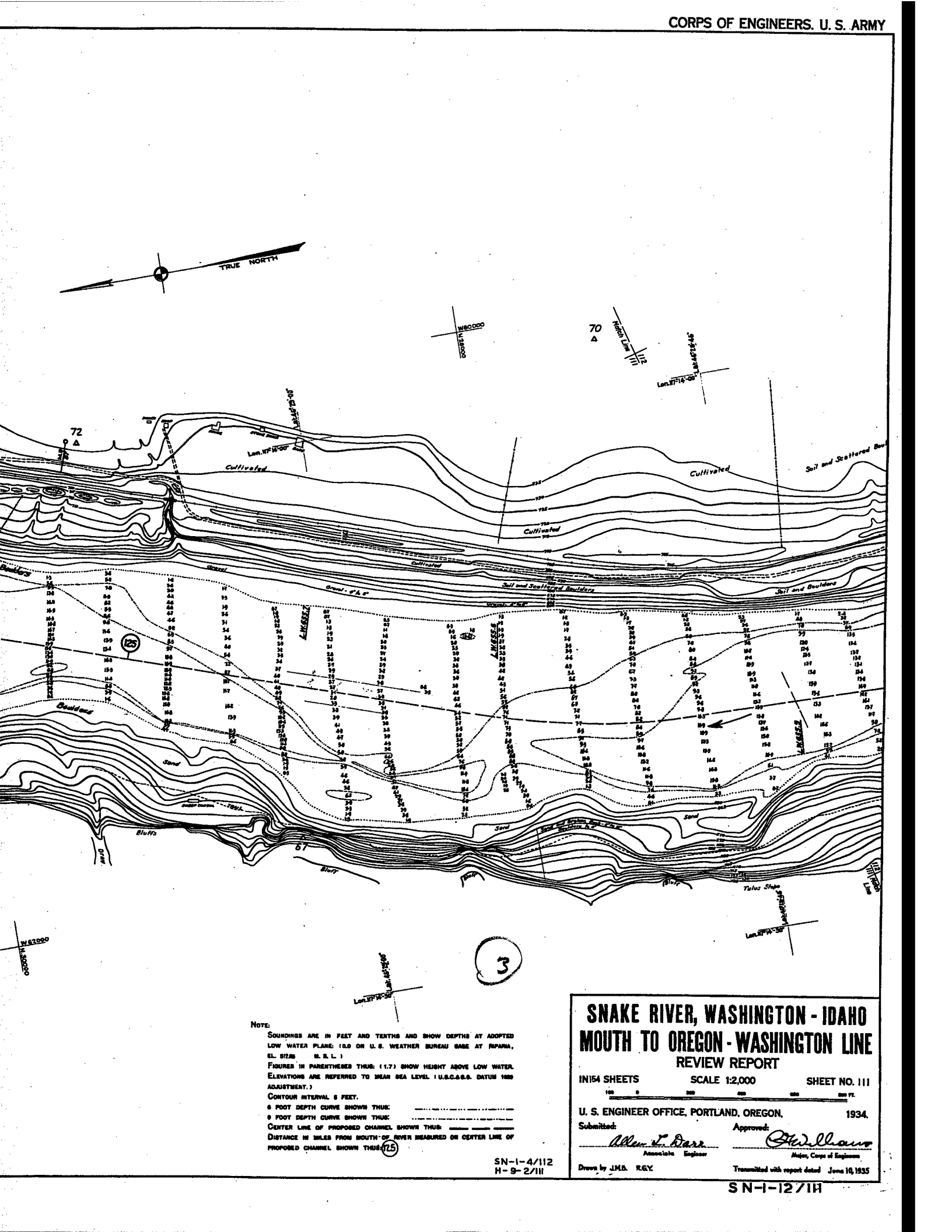
Transmitted with report dated June 10, 1935

SN-1-4/111
H-9-2/110

SN-1-12/110



(1)



Snake River, Washington - Idaho
Mouth to Oregon - Washington Line
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 111

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: *Allen T. Dore* Approved: *Stullman*
 Associate Engineer Major, Corps of Engineers

Drawn by J.M.B. R.E.V. Transmitted with report dated June 10, 1935

SN-I-4/112
 H-9-2/III

SN-I-12/IIH

**Snake River, Washington - Idaho
Mouth to Oregon - Washington Line
Review Report**

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 111

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: *Allen T. Dore* Approved: *Stullman*
Associate Engineer Major, Corps of Engineers

Drawn by J.M.B. R.E.V. Transmitted with report dated June 10, 1935

SN-I-4/112
H-9-2/III

SN-I-12/IIH

**Snake River, Washington - Idaho
Mouth to Oregon - Washington Line
REVIEW REPORT**

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 111

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: *Allen T. Dore* Approved: *Stullman*
Associate Engineer Major, Corps of Engineers

Drawn by J.M.B. R.E.V. Transmitted with report dated June 10, 1935

SN-I-4/112
H-9-2/III

SN-I-12/IIH

NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (10.0 ON U.S. WEATHER BUREAU GAGE AT RYAN, EL. 512.8 M.S.L.)
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
5 FOOT DEPTH CURVE SHOWN THUS: _____
0 FOOT DEPTH CURVE SHOWN THUS: _____
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (7.5)

**Snake River, Washington - Idaho
Mouth to Oregon - Washington Line
REVIEW REPORT**

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 111

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: *Allen T. Dore* Approved: *Stullman*
Associate Engineer Major, Corps of Engineers

Drawn by J.M.B. R.E.V. Transmitted with report dated June 10, 1935

SN-I-4/112
H-9-2/III

SN-I-12/IIH

NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (10.0 ON U.S. WEATHER BUREAU GAGE AT RYAN, EL. 512.8 M.S.L.)
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
5 FOOT DEPTH CURVE SHOWN THUS: _____
0 FOOT DEPTH CURVE SHOWN THUS: _____
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (7.5)

Snake River, Washington - Idaho
Mouth to Oregon - Washington Line
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 111

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: *Allen T. Dore* Approved: *Stullman*
 Associate Engineer Major, Corps of Engineers

Drawn by J.M.B. R.E.V. Transmitted with report dated June 10, 1935

SN-I-4/112
 H-9-2/III

SN-I-12/IIH

Snake River, Washington - Idaho
Mouth to Oregon - Washington Line
REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 111

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: *Allen T. Dore* Approved: *Stullman*
 Associate Engineer Major, Corps of Engineers

Drawn by J.M.B. R.E.V. Transmitted with report dated June 10, 1935

SN-I-4/112
 H-9-2/III

SN-I-12/IIH

**Snake River, Washington - Idaho
Mouth to Oregon - Washington Line
Review Report**

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 111

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: *Allen T. Dore* Approved: *Stullman*
Associate Engineer Major, Corps of Engineers

Drawn by J.M.B. R.E.V. Transmitted with report dated June 10, 1935

SN-I-4/112
H-9-2/III

SN-I-12/IIH

**Snake River, Washington - Idaho
Mouth to Oregon - Washington Line
REVIEW REPORT**

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 111

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: *Allen T. Dore* Approved: *Stullman*
Associate Engineer Major, Corps of Engineers

Drawn by J.M.B. R.E.V. Transmitted with report dated June 10, 1935

SN-I-4/112
H-9-2/III

SN-I-12/IIH

**Snake River, Washington - Idaho
Mouth to Oregon - Washington Line
REVIEW REPORT**

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 111

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: *Allen T. Dore* Approved: *Stullman*
Associate Engineer Major, Corps of Engineers

Drawn by J.M.B. R.E.V. Transmitted with report dated June 10, 1935

SN-I-4/112
H-9-2/III

SN-I-12/IIH

**Snake River, Washington - Idaho
Mouth to Oregon - Washington Line
REVIEW REPORT**

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 111

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: *Allen T. Dore* Approved: *Stullman*
Associate Engineer Major, Corps of Engineers

Drawn by J.M.B. R.E.V. Transmitted with report dated June 10, 1935

SN-I-4/112
H-9-2/III

SN-I-12/IIH

The map displays a section of the Snake River valley. A central feature is the 'Proposed Channel' shown as a dashed line. The riverbed is indicated by a solid line with cross-hatching. Contour lines are drawn at 8-foot intervals, with elevations ranging from approximately 70 feet to over 100 feet. Various land features are labeled, including 'Cultivated' areas, 'Gravel - d.b.r.', 'Silt and Scattered Boulders', 'Jail and Boulders', 'Bluffs', 'Talus Slope', and 'Sand'. Several spot elevations are provided throughout the terrain. A north arrow points towards the upper left. Surveying stations are marked with crosses and labels such as 'WS6000', 'Len. 17° W 50'', and 'Len. 17° 14' 00''. A circled number '3' is located near the bottom center of the map area.

NOTE:

- SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: (L.S.) ON U.S. WEATHER BUREAU GAGE AT RIFAMA, EL. 512.6 M. S. L.)
- FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
- ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.A.S. DATUM 1929 ADJUSTMENT.)
- CONTOUR INTERVAL 8 FEET.
- 8 FOOT DEPTH CURVE SHOWN THUS: _____
- 0 FOOT DEPTH CURVE SHOWN THUS: _____
- CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
- DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (7.5)

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. III

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted: *Allen T. Dore* Associate Engineer
Approved: *[Signature]* Major, Corps of Engineers

Drawn by J.M.B. R.E.V. Transmitted with report dated June 10, 1935

SN-I-4/112 H-9-2/III

SN-I-12/IIH

**Snake River, Washington - Idaho
Mouth to Oregon - Washington Line
Review Report**

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 111

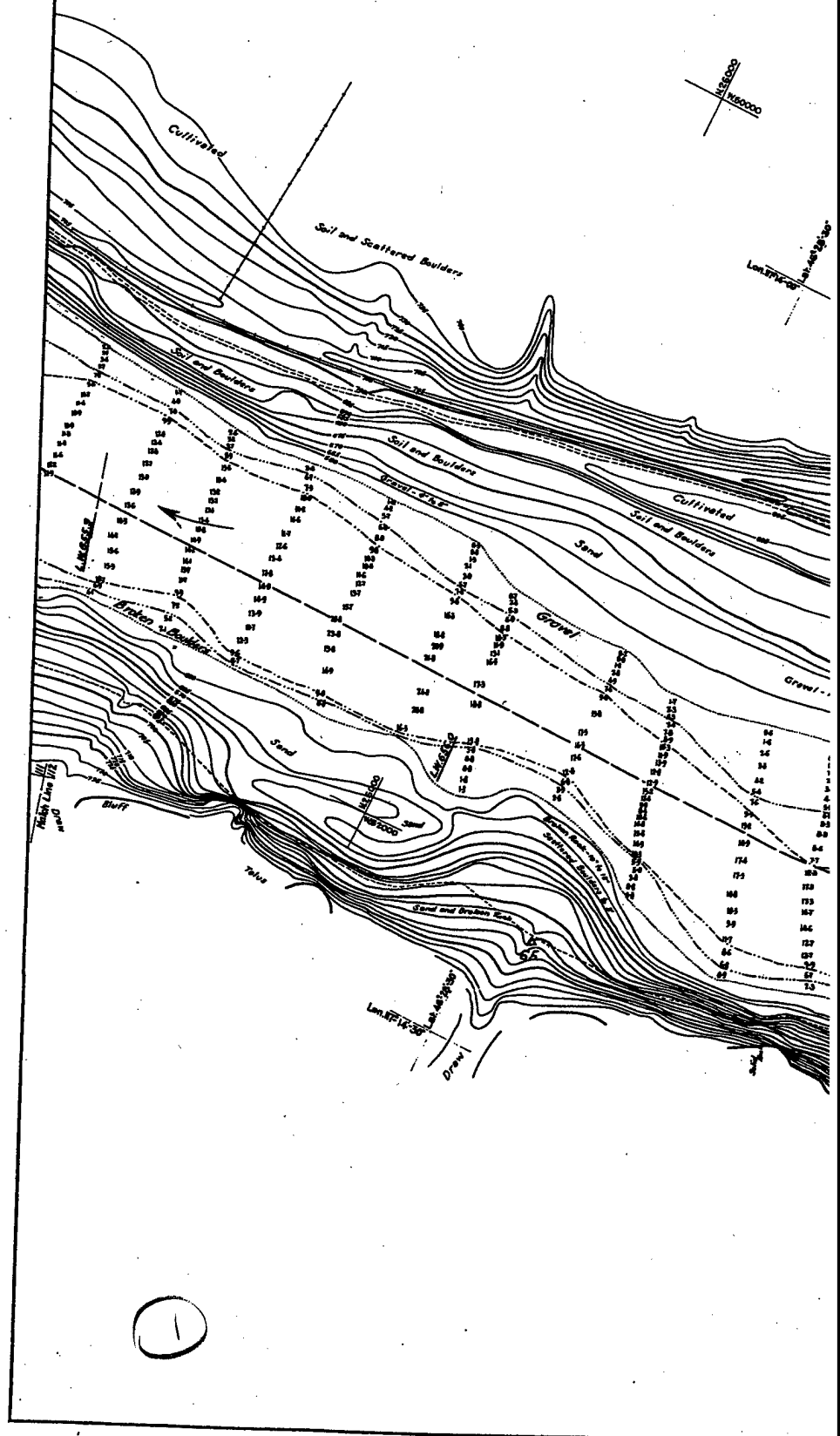
U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

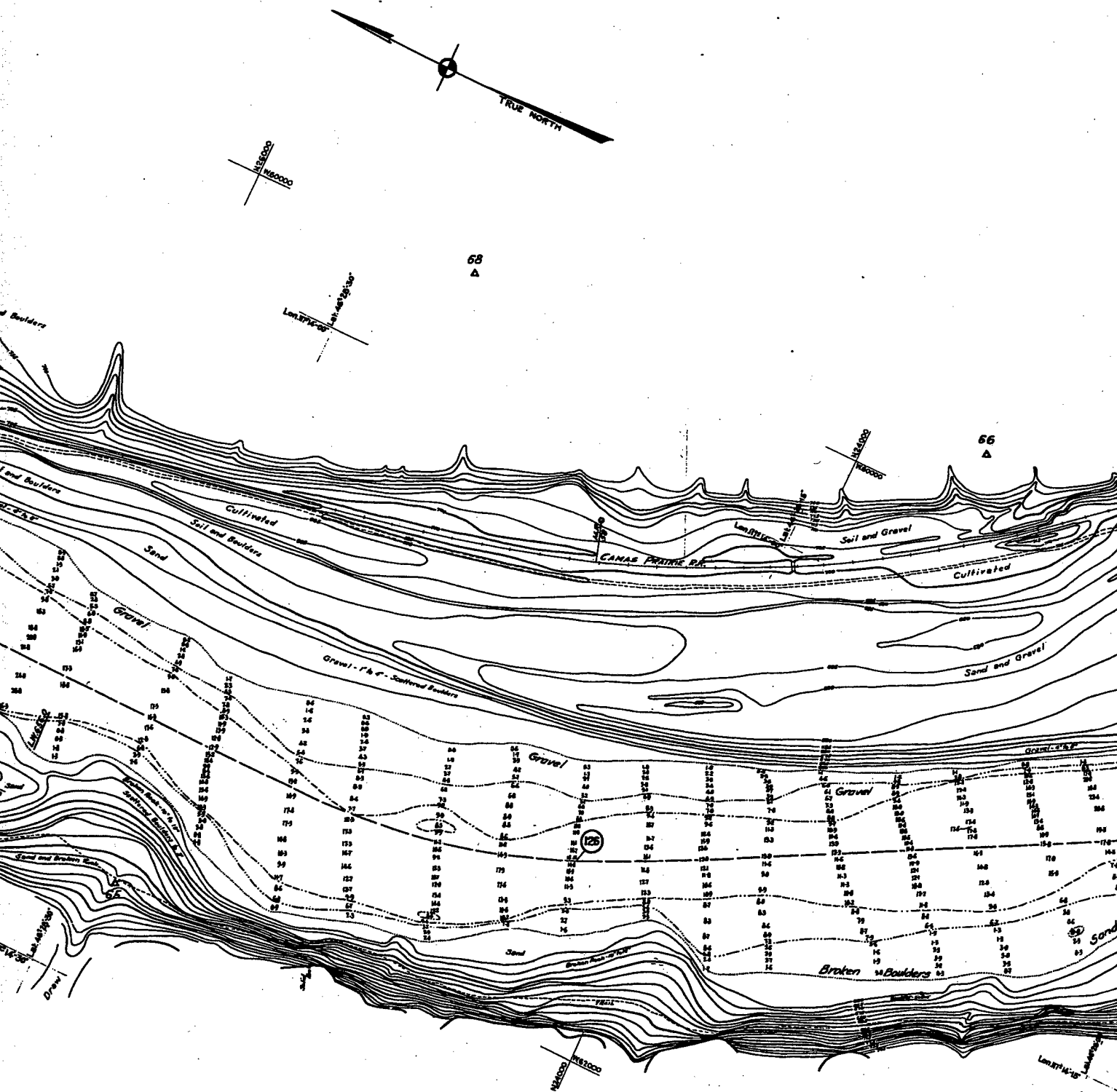
Submitted: *Allen T. Dore* Approved: *Stullman*
Associate Engineer Major, Corps of Engineers

Drawn by J.M.B. R.E.V. Transmitted with report dated June 10, 1935

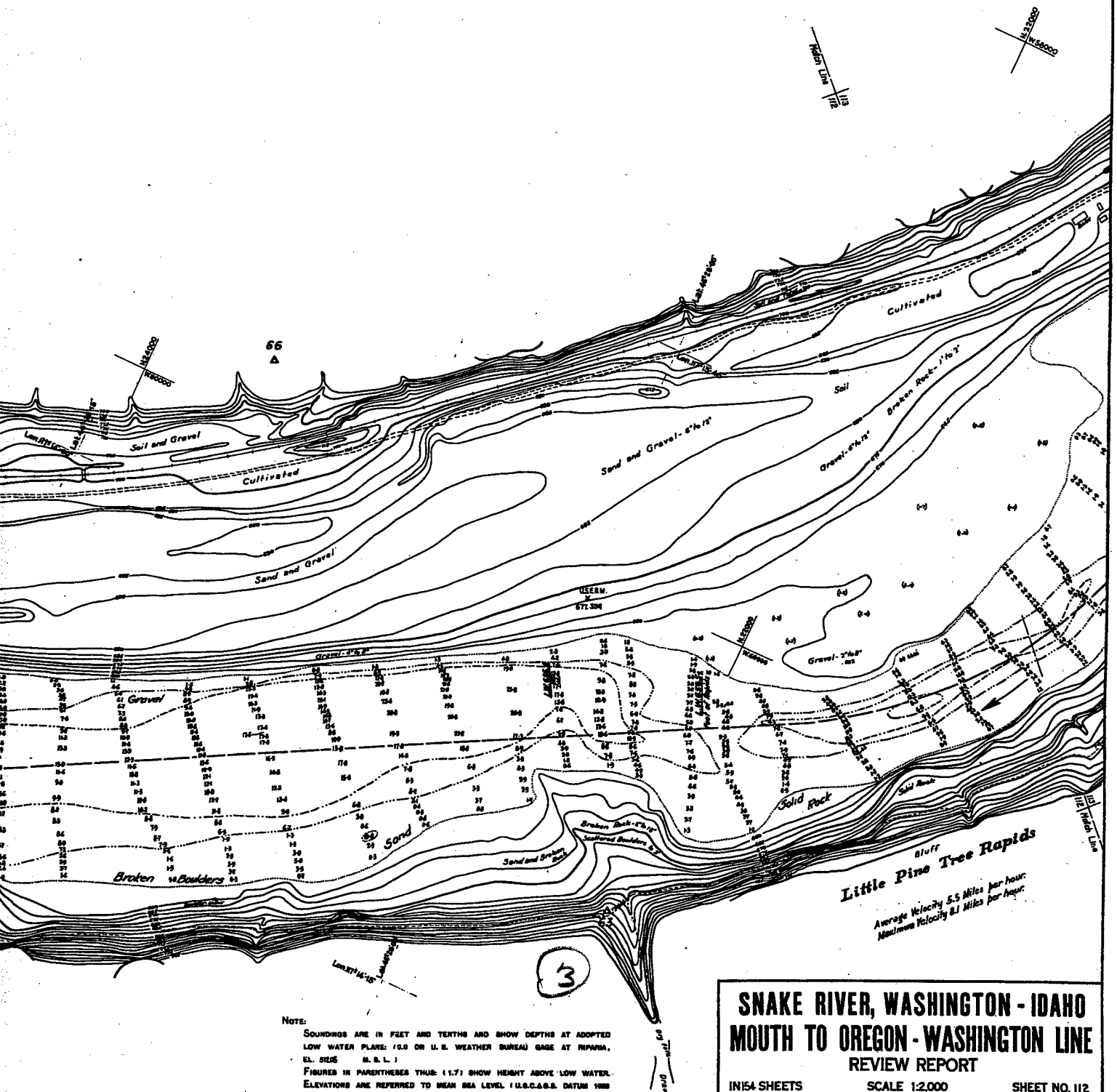
SN-I-4/112
H-9-2/III

SN-I-12/IIH





NOTE:
 SOUNDINGS ARE IN FEET
 LOW WATER PLANE 10.0
 EL. SIZE M. S. L.
 FIGURES IN PARENTHESES
 ELEVATIONS ARE REFERRED
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE AND
 5 FOOT DEPTH CURVE AND
 CENTER LINE OF PROPOSED
 DISTANCE IN MILES FROM
 PROPOSED CHANNEL SHOWN



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (1.0 ON U.S. WEATHER BUREAU GAGE AT RICHMOND, EL. SEAS M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.A.S. DATUM 1989 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (1.6)

SN-1-4/113
H-9-2/112

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 112

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

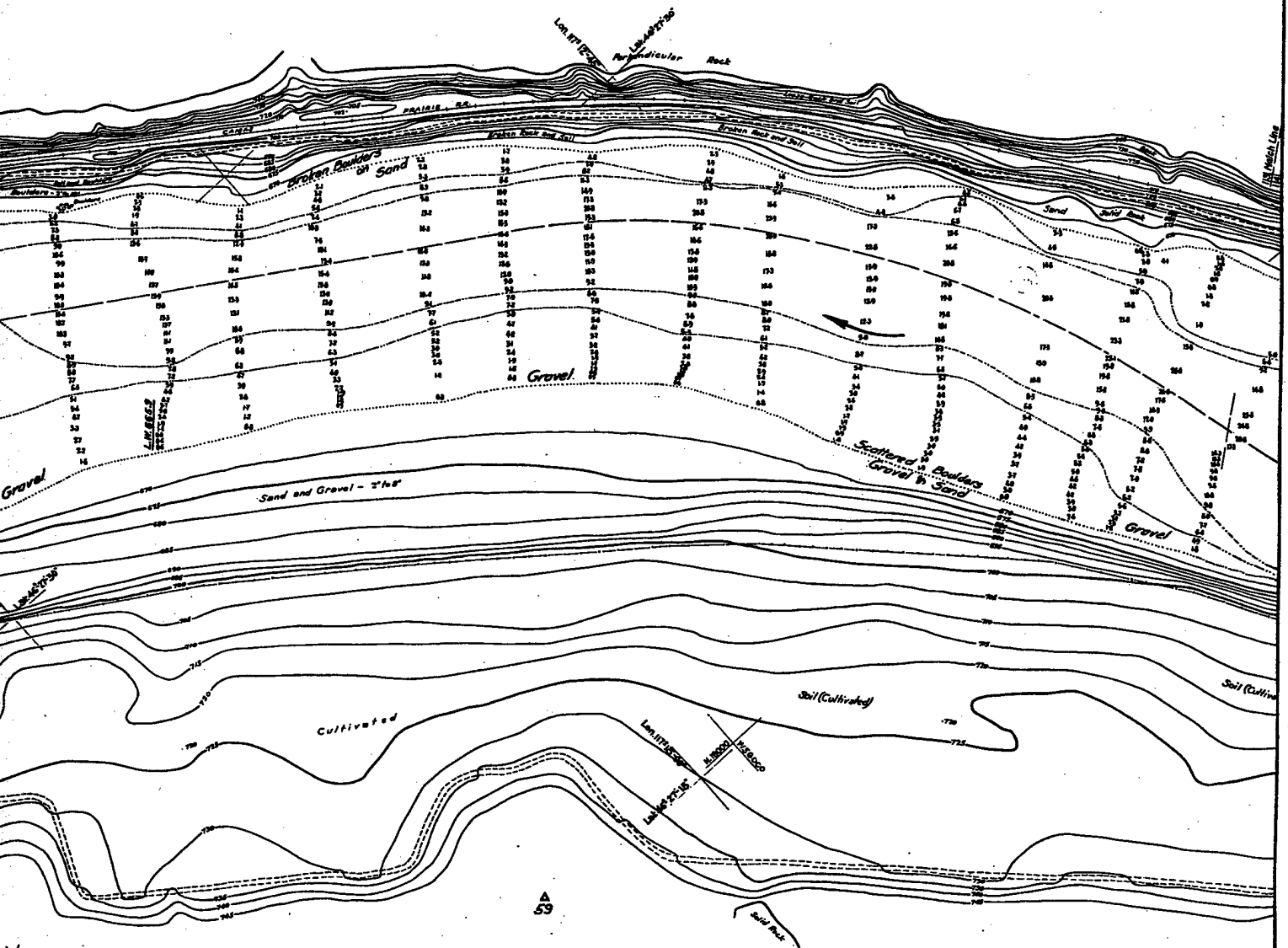
Allen L. Davis
Associate Engineer

Chas. Williams
Major, Corps of Engineers

Drawn by J.M.B. R.G.V.

Transmitted with report dated June 10, 1935

SN-1-12/112



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS BY ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT TUPACAN, EL. 32.05 (M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1989 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

4 FOOT DEPTH CURVE SHOWN THUS: _____

9 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (12)

SN-1-4/114
H-9-2/113

3 Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 113

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

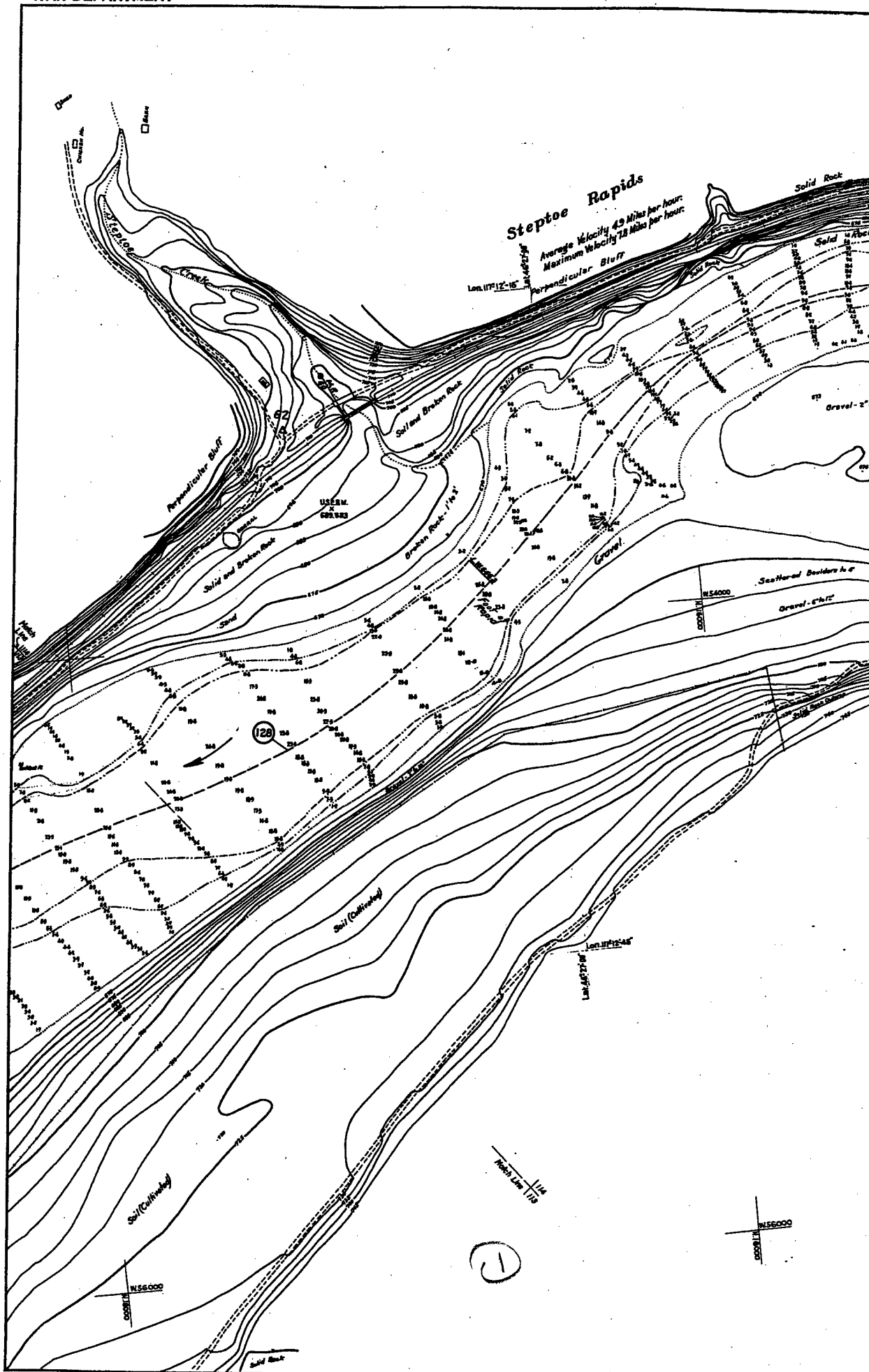
Allen L. Starr
Associate Engineer

John W. Brown
Major, Corps of Engineers

Drawn by J.M.B. R.G.Y.

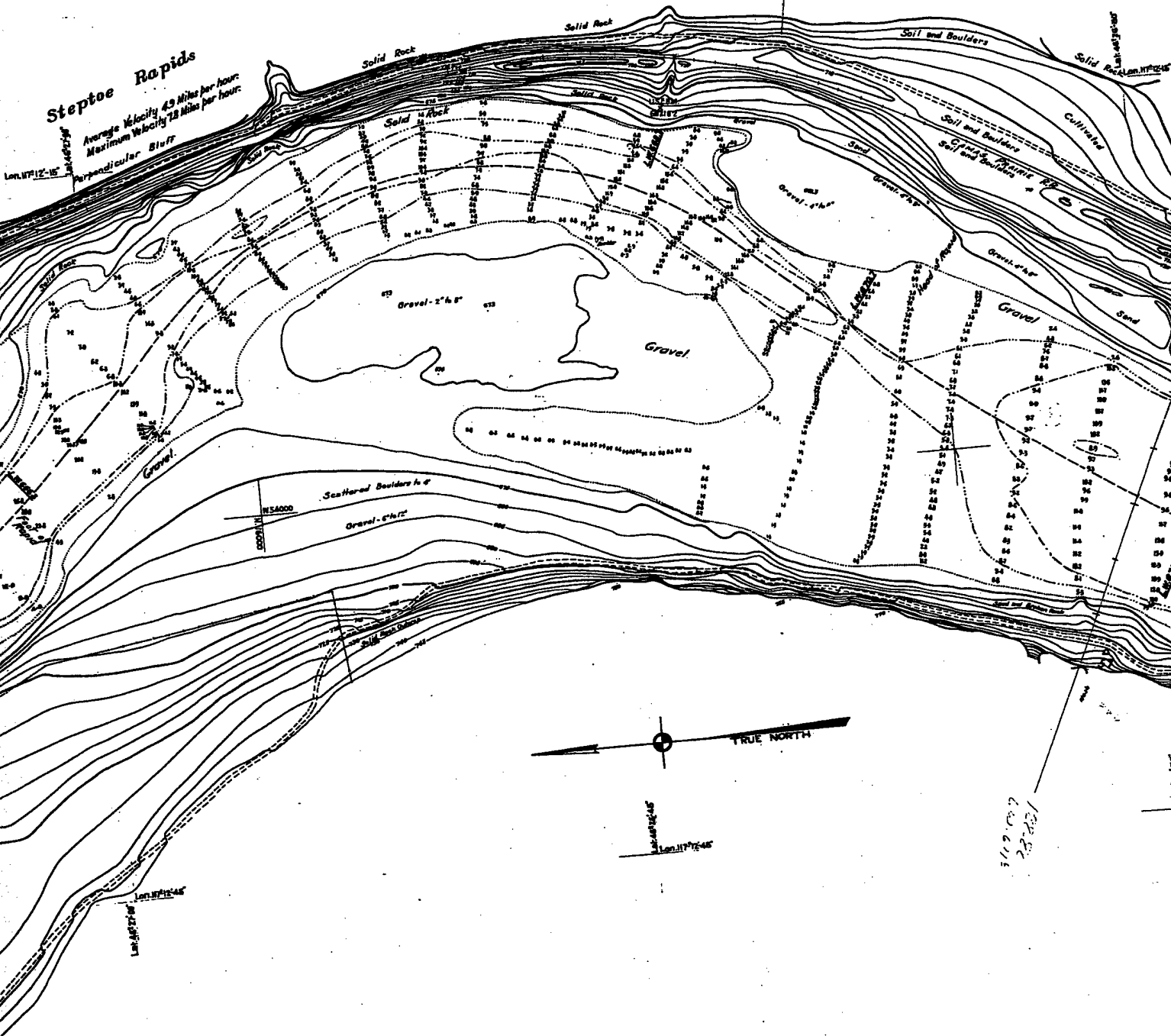
Transmitted with report dated June 10, 1935

SN-1-12/113



Stepoe Rapids

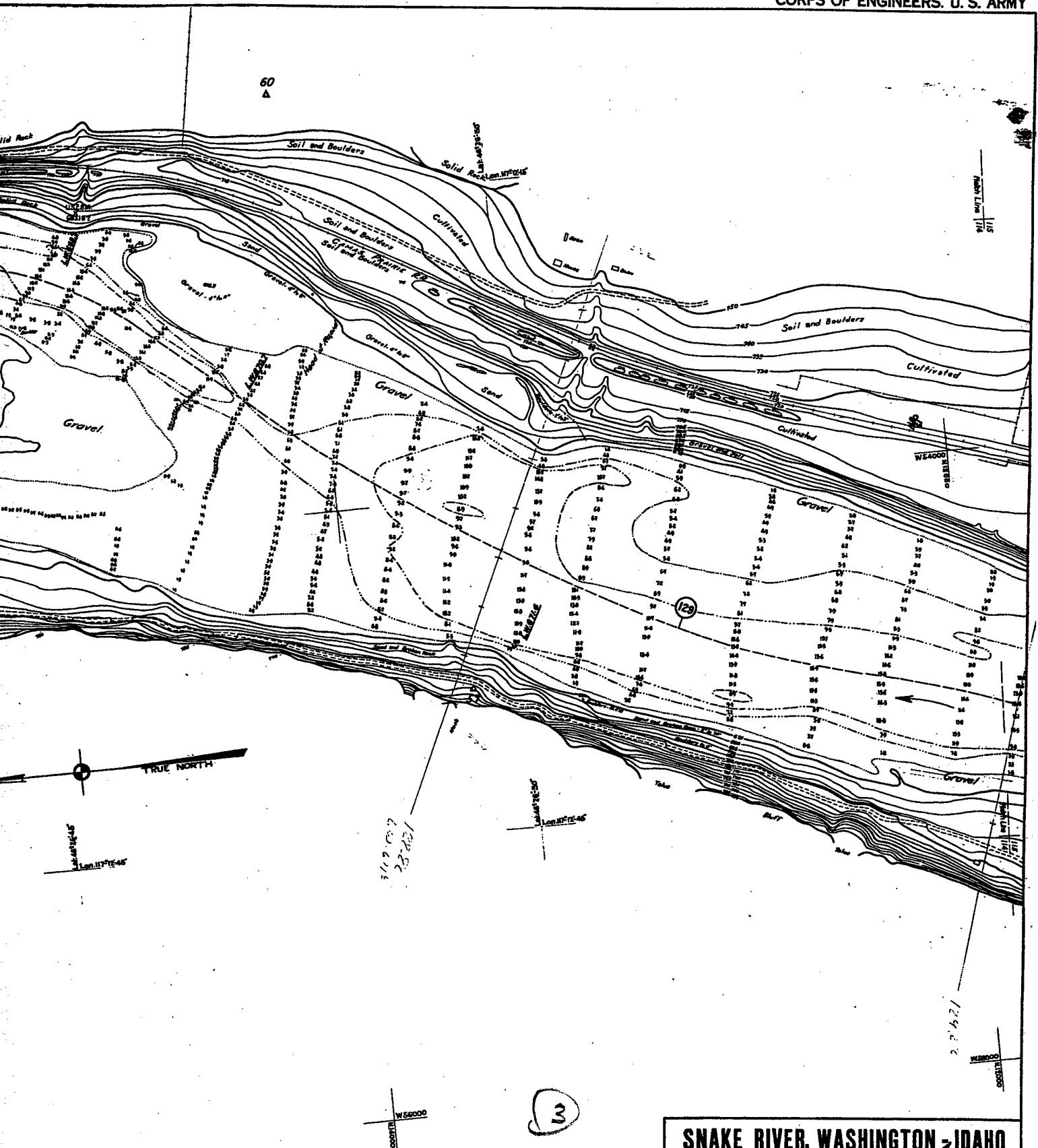
Average Velocity 4.9 Miles per hour
Maximum Velocity 7.8 Miles per hour



60
A

Note:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTH
LOW WATER PLANE, 10.0 ON U.S. WEATHER BUREAU S
EL. MEAS. (M.S.L.)
FIGURES IN PARENTHESES THUS (1.7) SHOW HEIGHT AB
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.G.S
ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
5 FOOT DEPTH CURVE SHOWN THUS: ---
5 FOOT DEPTH CURVE SHOWN THUS: ---
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ---
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON
PROPOSED CHANNEL SHOWN THUS (7.8)



NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED
 LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RUPARIA,
 EL. SEAS. M.S.L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1989
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
 PROPOSED CHANNEL SHOWN THUS: (2.8)

SN-1-4/115
 H-9-2/114

Snake River, Washington-Idaho Mouth to Oregon-Washington Line REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 114

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Approved:

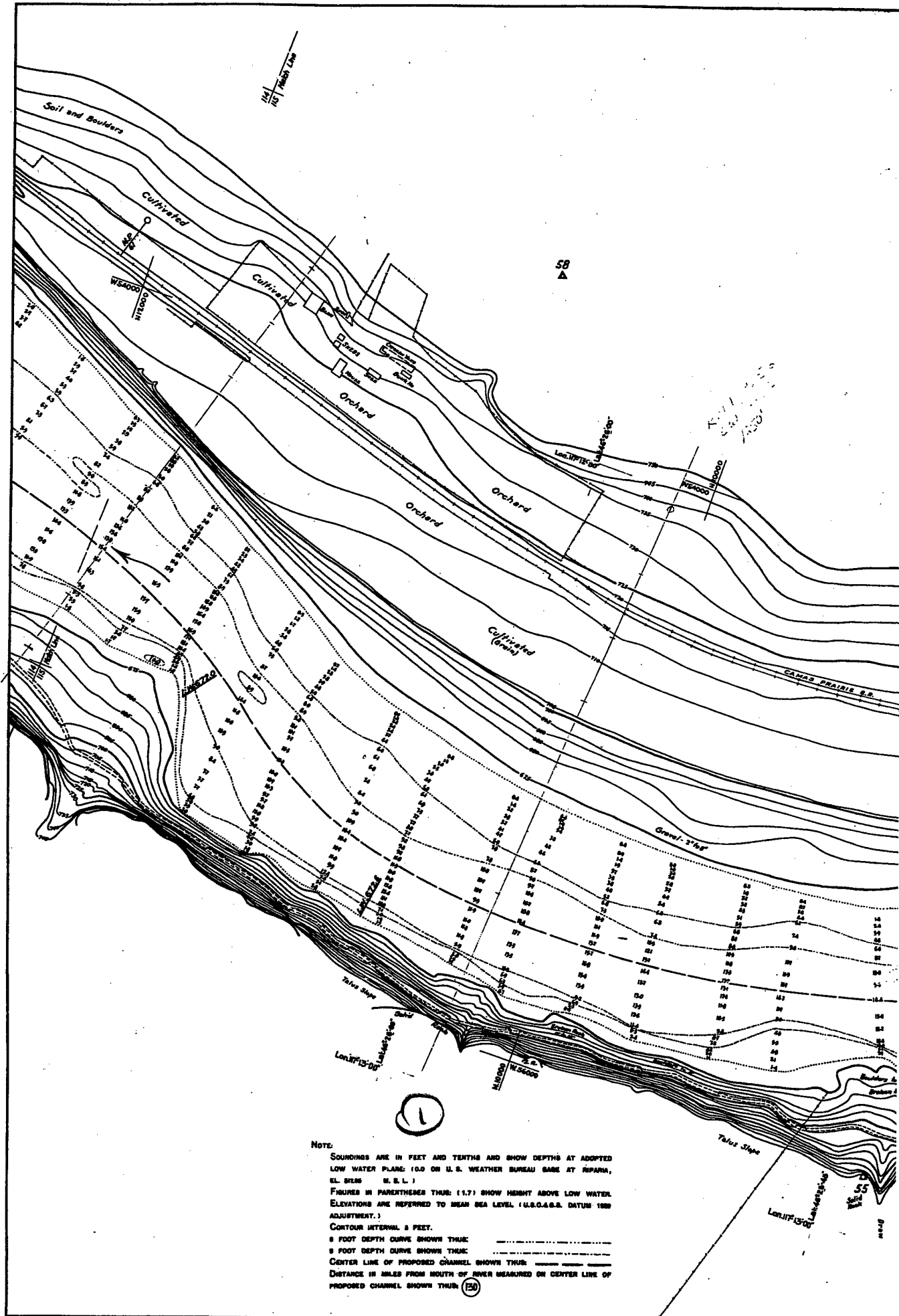
Allen L. Darr
 Associate Engineer

W. Williams
 Major, Corps of Engineers

Drawn by J.M.B. R.E.V.

Transmitted with report dated June 10, 1935

SN-1-12/114



TRUE NORTH

Average
Maximum

Moses

**Cultivated
(Grain)**

Gravel - 2" to 4"

125

Rock Point

Sand and Broken Rock

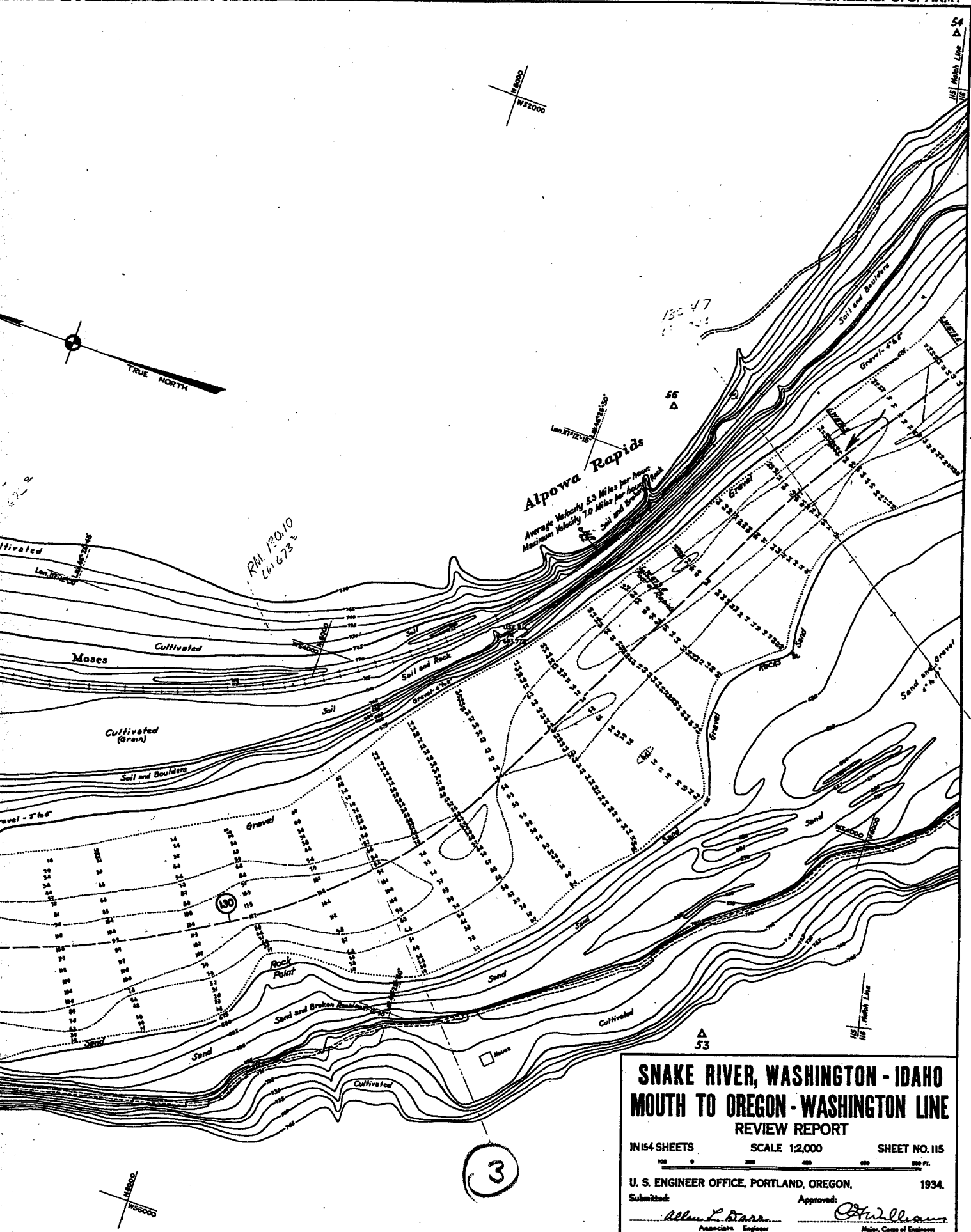
Cultivated

SNOW DEPTHS AT ADOPED
BUREAU GAGE AT SIPARIA,
HEIGHT ABOVE LOW WATER.
SL. U.S.C.A.S.S. DATUM 1989

THUS: ~~XXXXXXXXXX~~
 MEASURED ON CENTER LINE OF

②

SN-1-4/1
H-9-2/11



SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 115

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Dore
 Associate Engineer

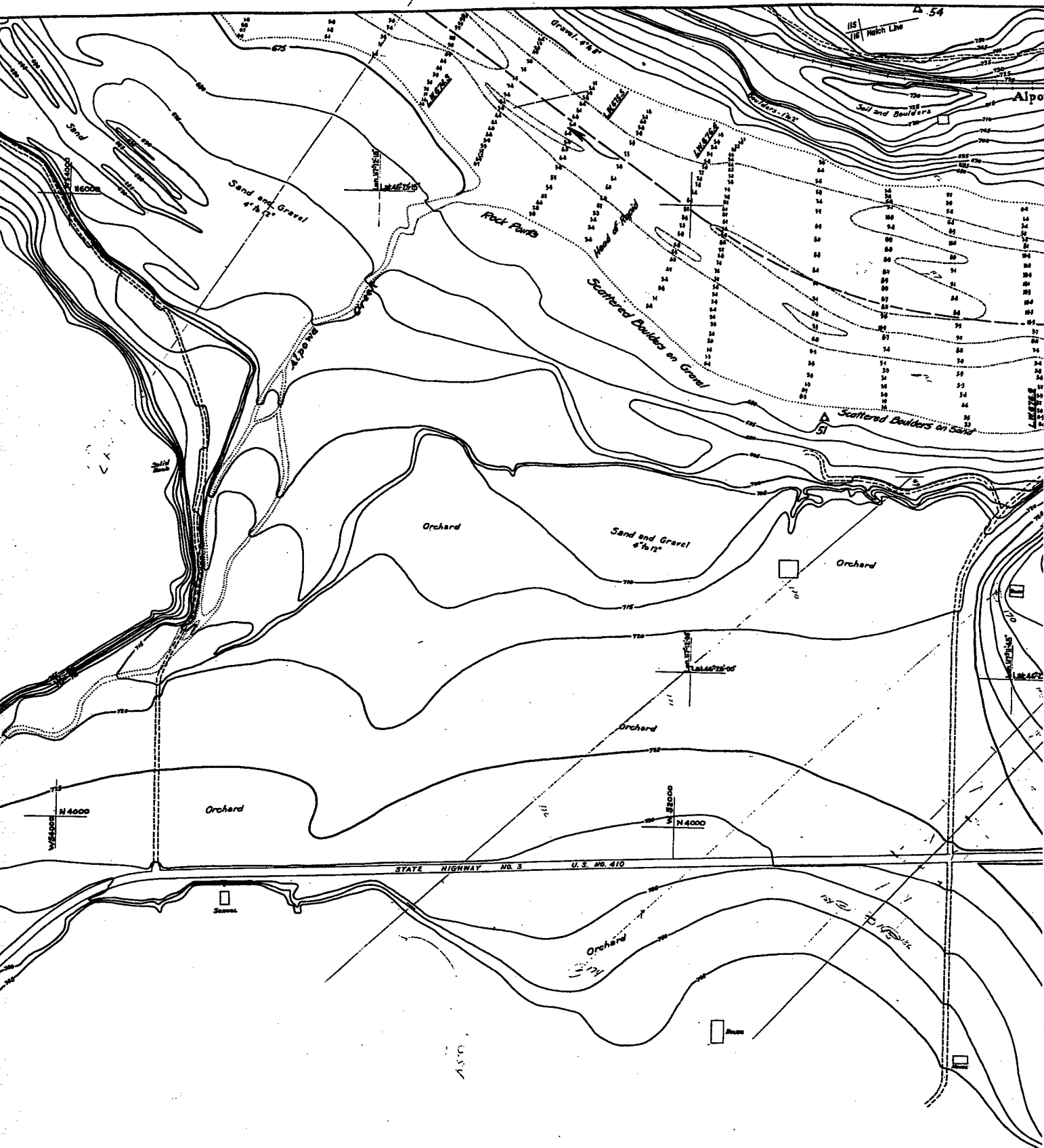
Stull
 Major, Corps of Engineers

Drawn by JMA. R.G.Y.

Transmitted with report dated June 10, 1935.

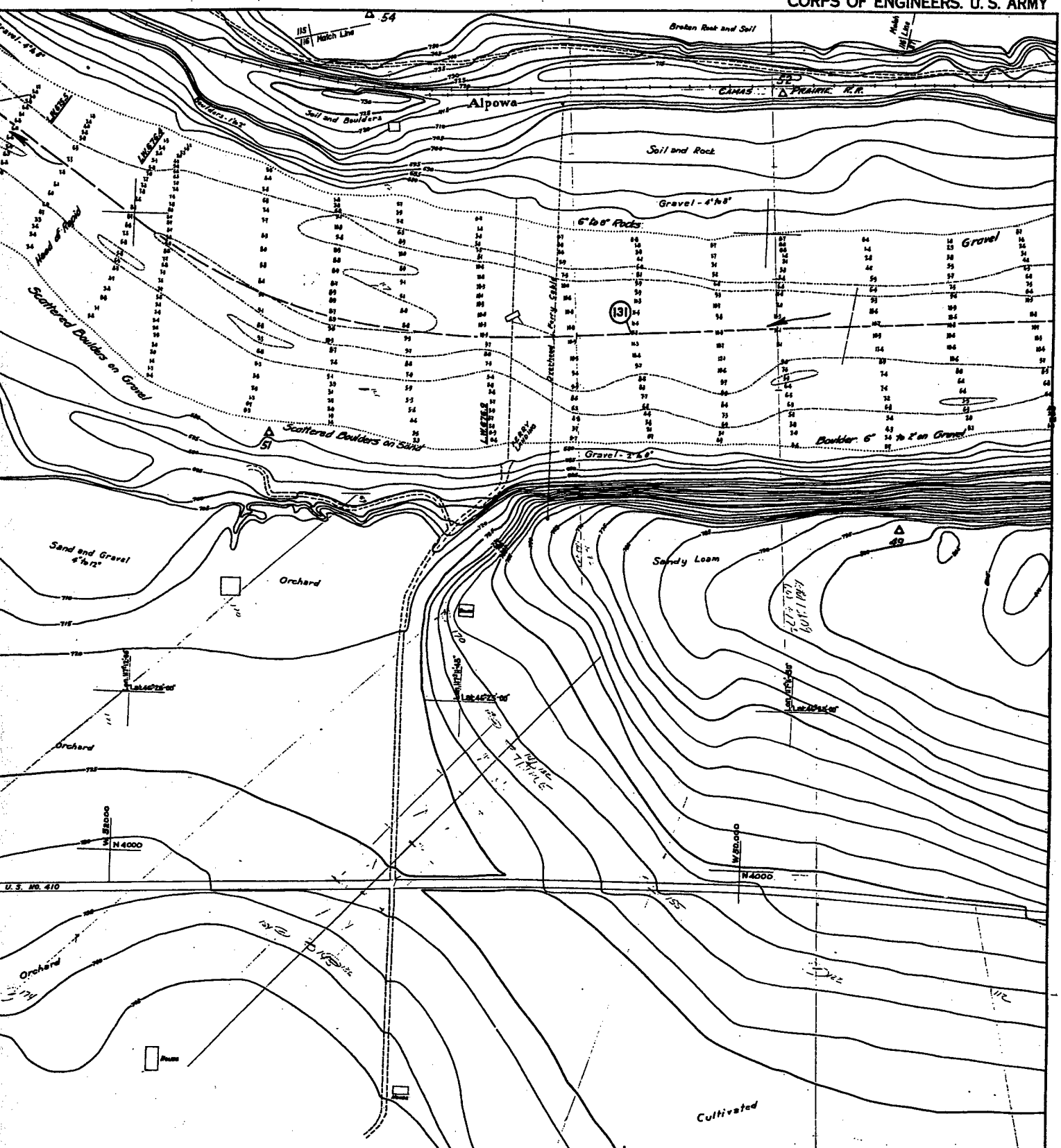
 SN-I-4/115
 H-9-2/115

SN-I-12/115



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT A LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT NW EL. 51.295 M. S. L.)
 FIGURES IN PARENTHESES THUS (1.7) SHOW HEIGHT ABOVE LOW W. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 0 FOOT DEPTH CURVE SHOWN THUS: ---
 5 FOOT DEPTH CURVE SHOWN THUS: ---
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ---
 DISTANCES IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LI PROPOSED CHANNEL SHOWN THUS: (51)



NOTE.

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT INDIANA, EL. 512.8 (M.S.L.).

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (1.3)

SN-1-4/117
H-9-2/116

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 54 SHEETS

SCALE 1:2,000

SHEET NO. 116

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Approved:

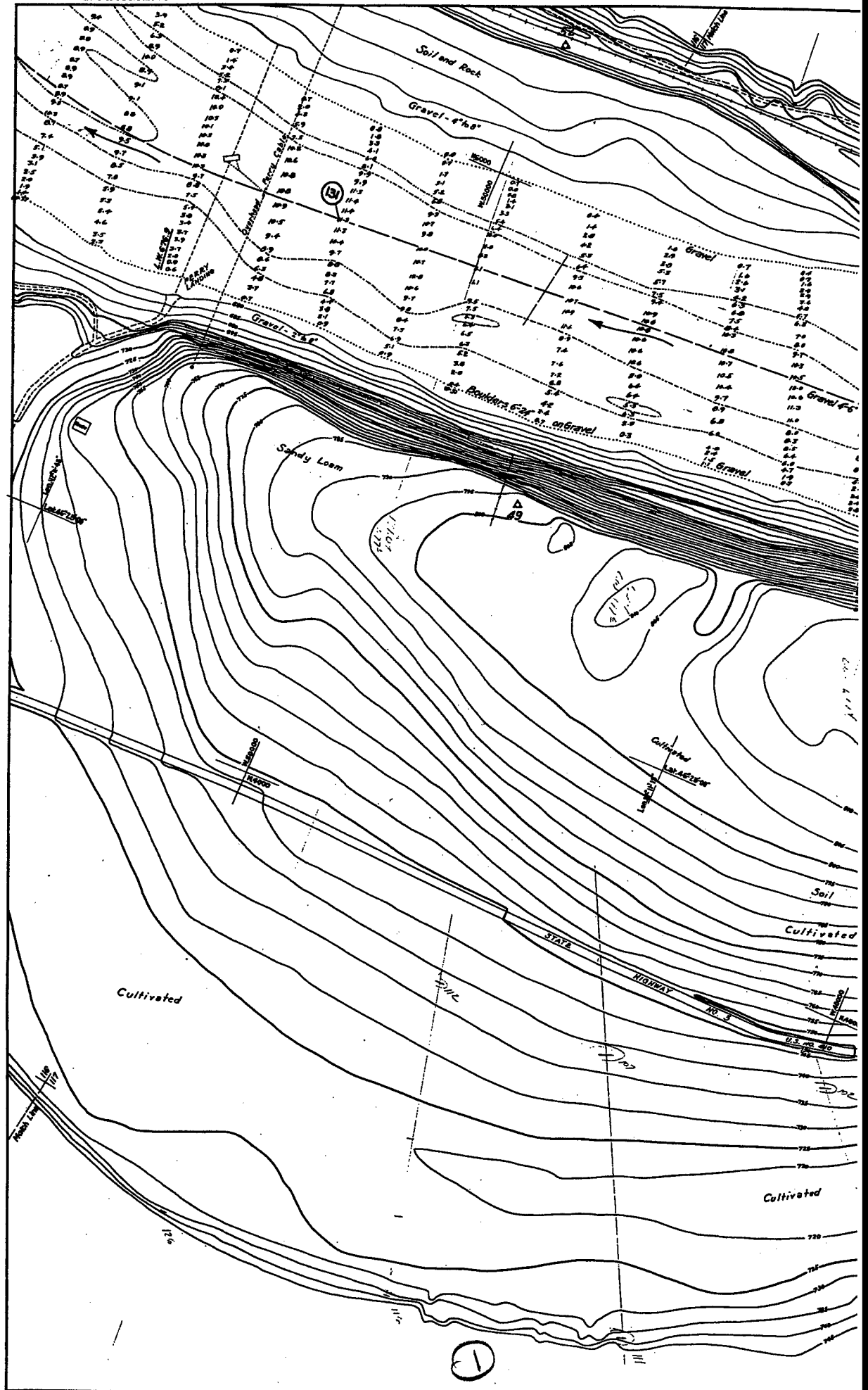
Allen L. Barr
Associate Engineer

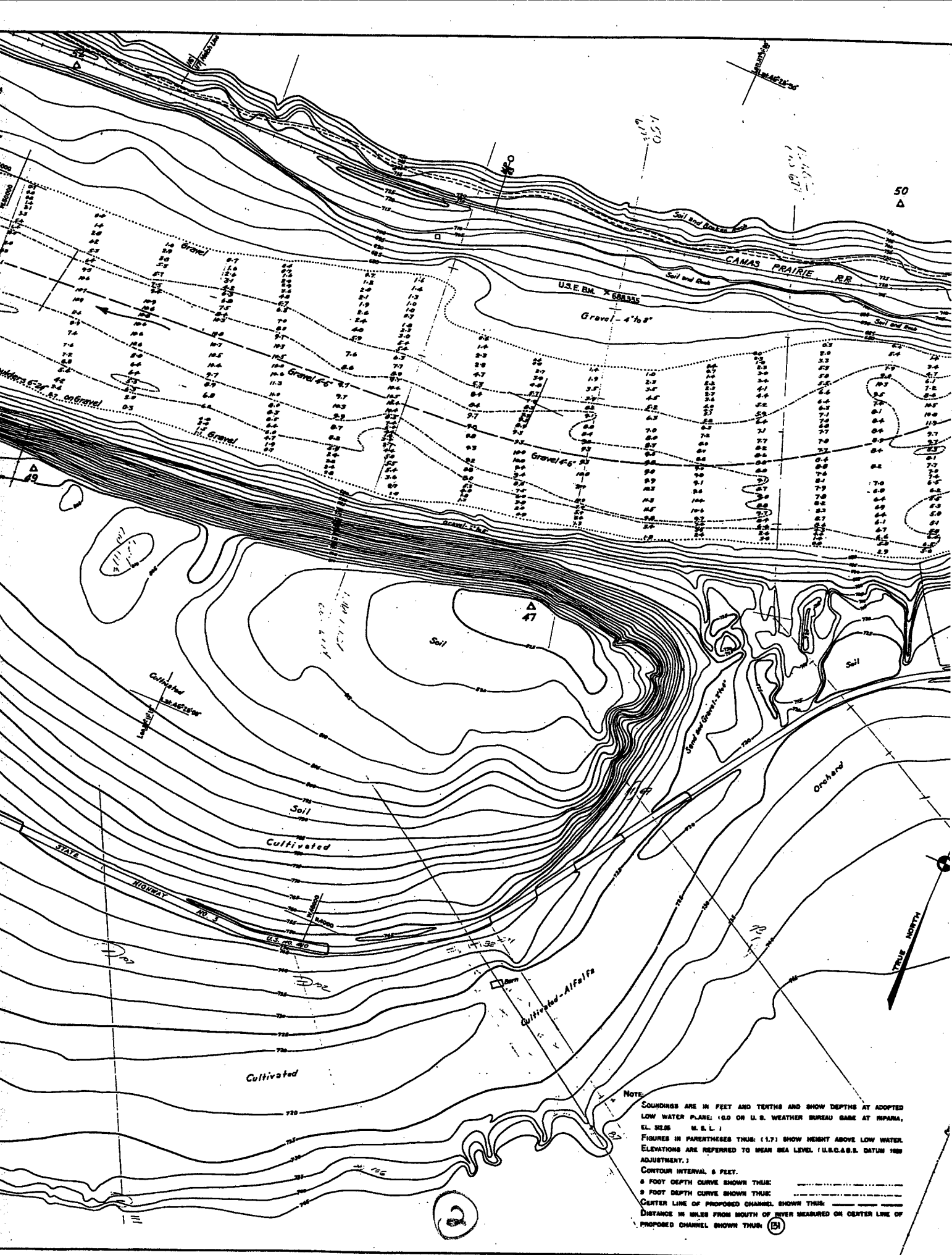
St. Williams
Major, Corps of Engineers

Drawn by J.M.B. R.E.Y.

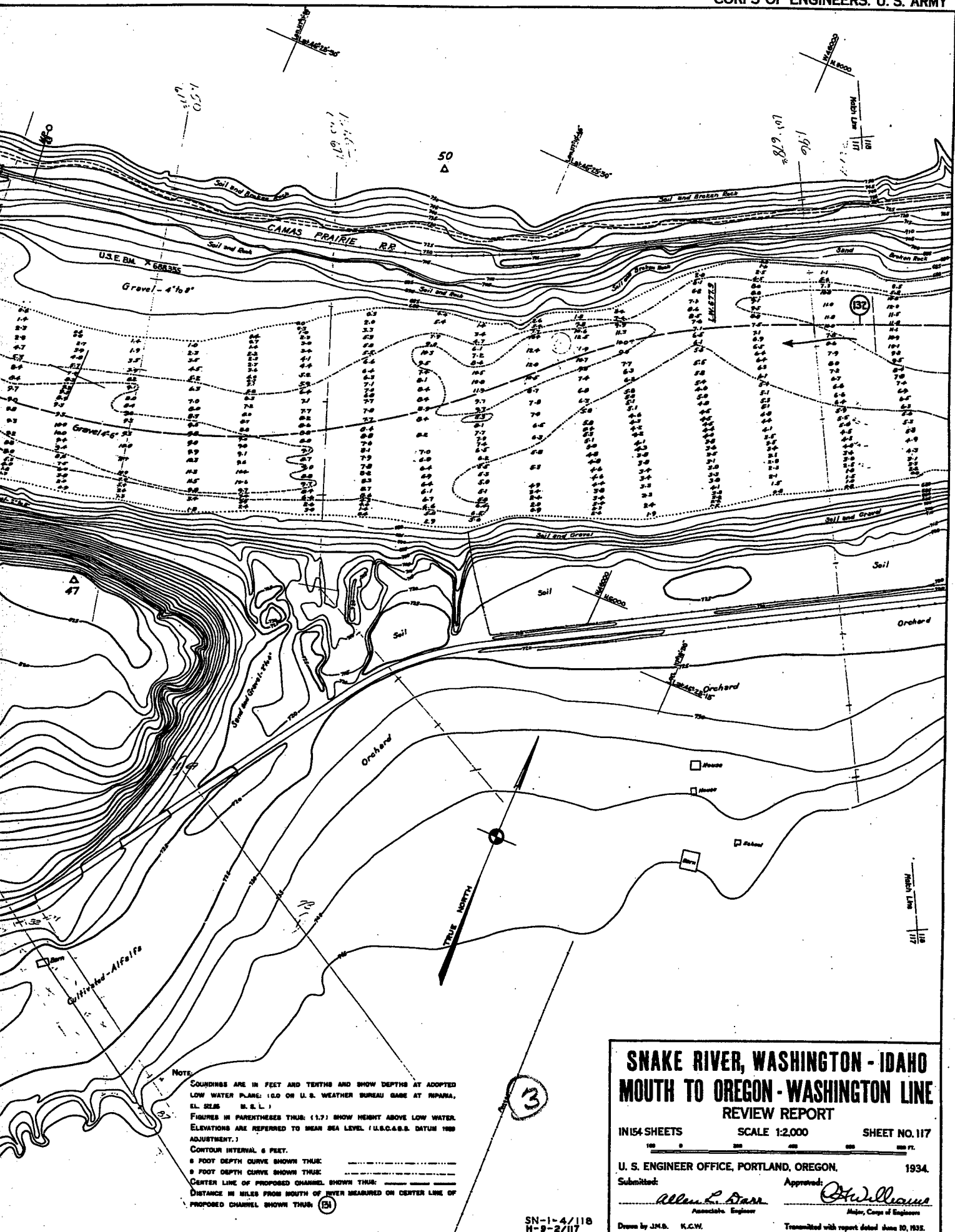
Transmitted with report dated June 10, 1935.

SN-1-12/116





NOTE
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED
LOW WATER PLANE (0.0 ON U.S. WEATHER BUREAU GAGE AT PIPAWA,
E.L. 32.55 M.S.L.)
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1885
ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
5 FOOT DEPTH CURVE SHOWN THUS: ---
5 FOOT DEPTH CURVE SHOWN THUS: ---
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ---
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
PROPOSED CHANNEL SHOWN THUS: (5.1)



SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 117

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen L. Starr
Associate Engineer

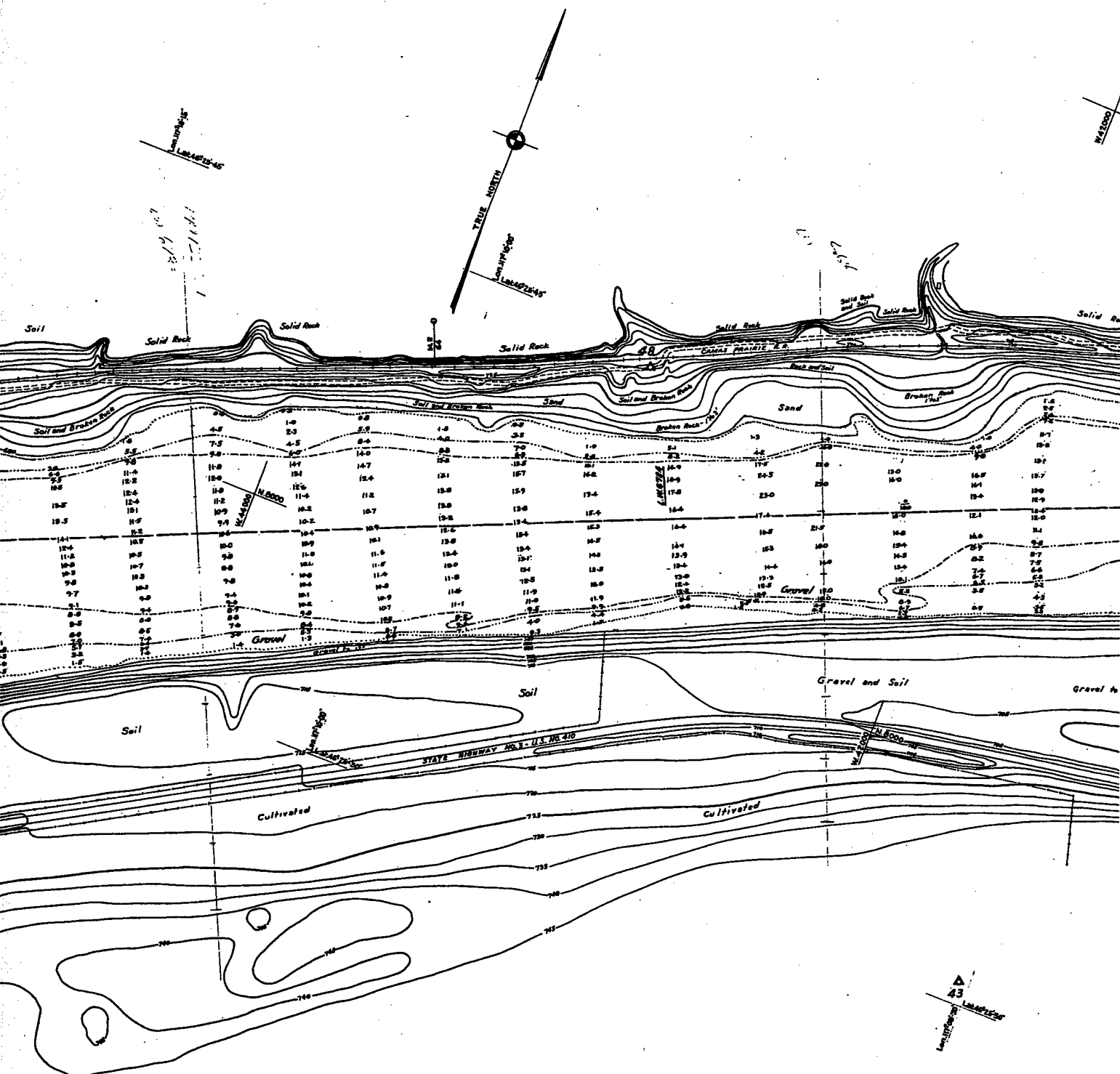
St. Williams
Major, Corps of Engineers

Drawn by J.M.S. K.C.W.

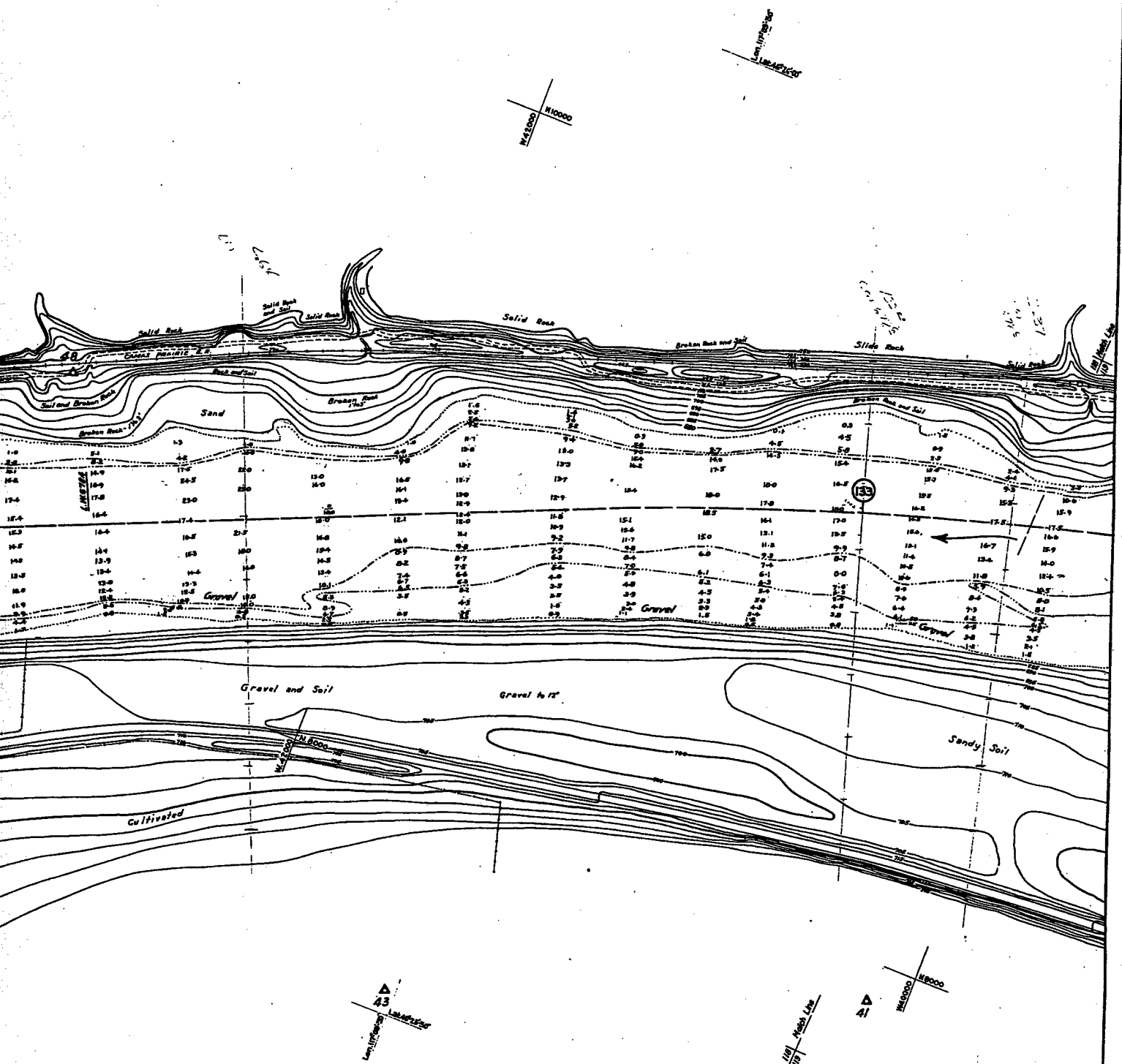
Transmitted with report dated June 10, 1934.

SN-1-4/118
H-9-2/117

SN-1-12/117



NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW
 LOW WATER PLANE: 10.0 ON U. S. WEATHER BAR
 EL. SEAS (M. S. L.)
 FIGURES IN PARENTHESES THUS: (1.7) SHOW MEAN
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: ---
 8 FOOT DEPTH CURVE SHOWN THUS: - - - -
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ---
 DISTANCE IN MILES FROM SOUTH OF RIVER MOUTH
 PROPOSED CHANNEL SHOWN THUS: (152)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RICHMOND, EL. 21.0 (M. S. L.)

FIGURES IN PARENTHESES THUS: (11.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U. S. C. & G. S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

5 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (132)

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 118

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Allen L. Darr
Associate Engineer

Approved:

H. Williams
Major, Corps of Engineers

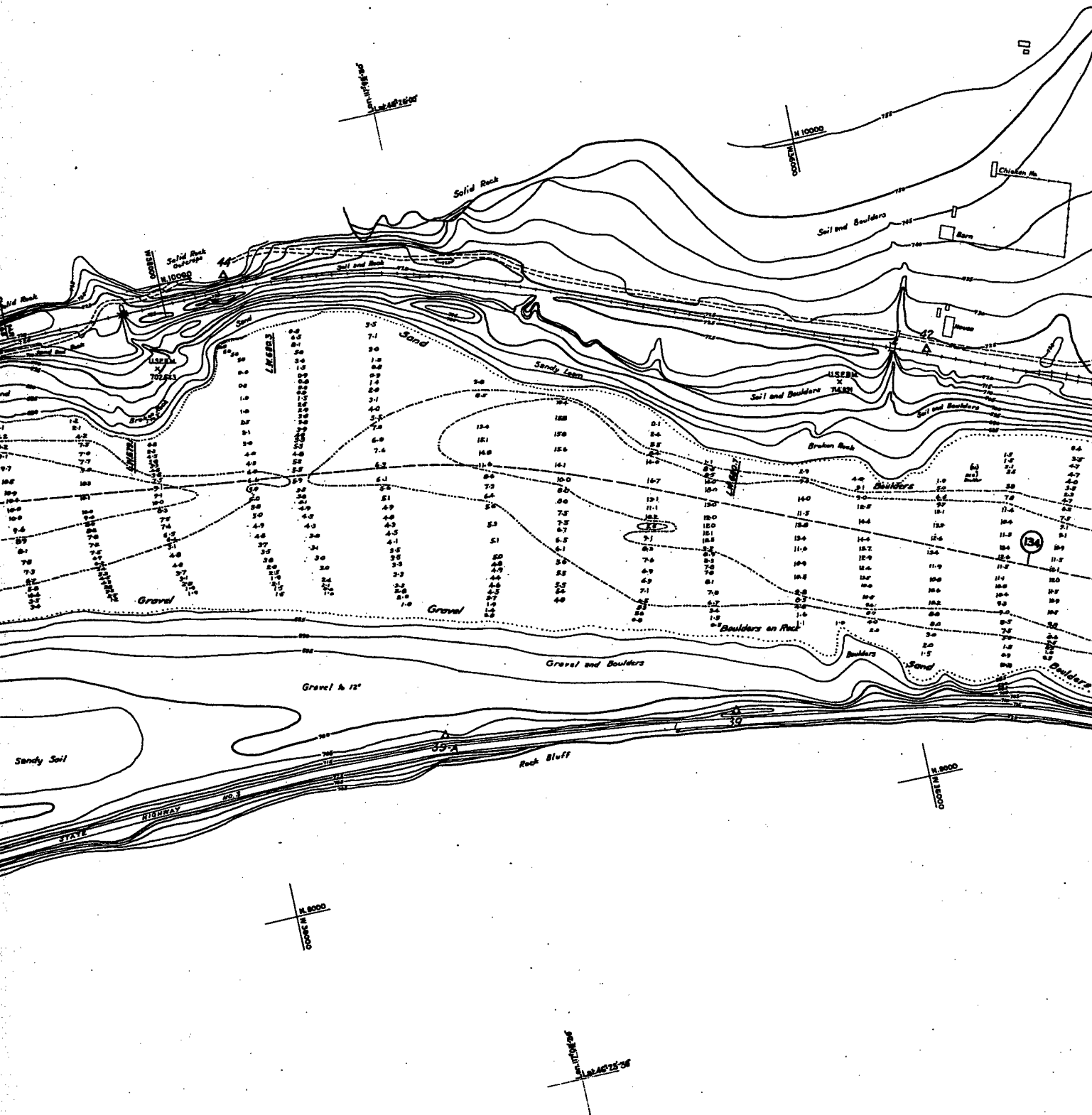
Drawn by J.M.B. K.G.W.

Transmitted with report dated June 10, 1935.

SN-1-4/119
H-8-2/118

SN-1-12/118





NOTE.

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT INDIANA, EL. 512.6 M.S.L.

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1989 ADJUSTMENT.)

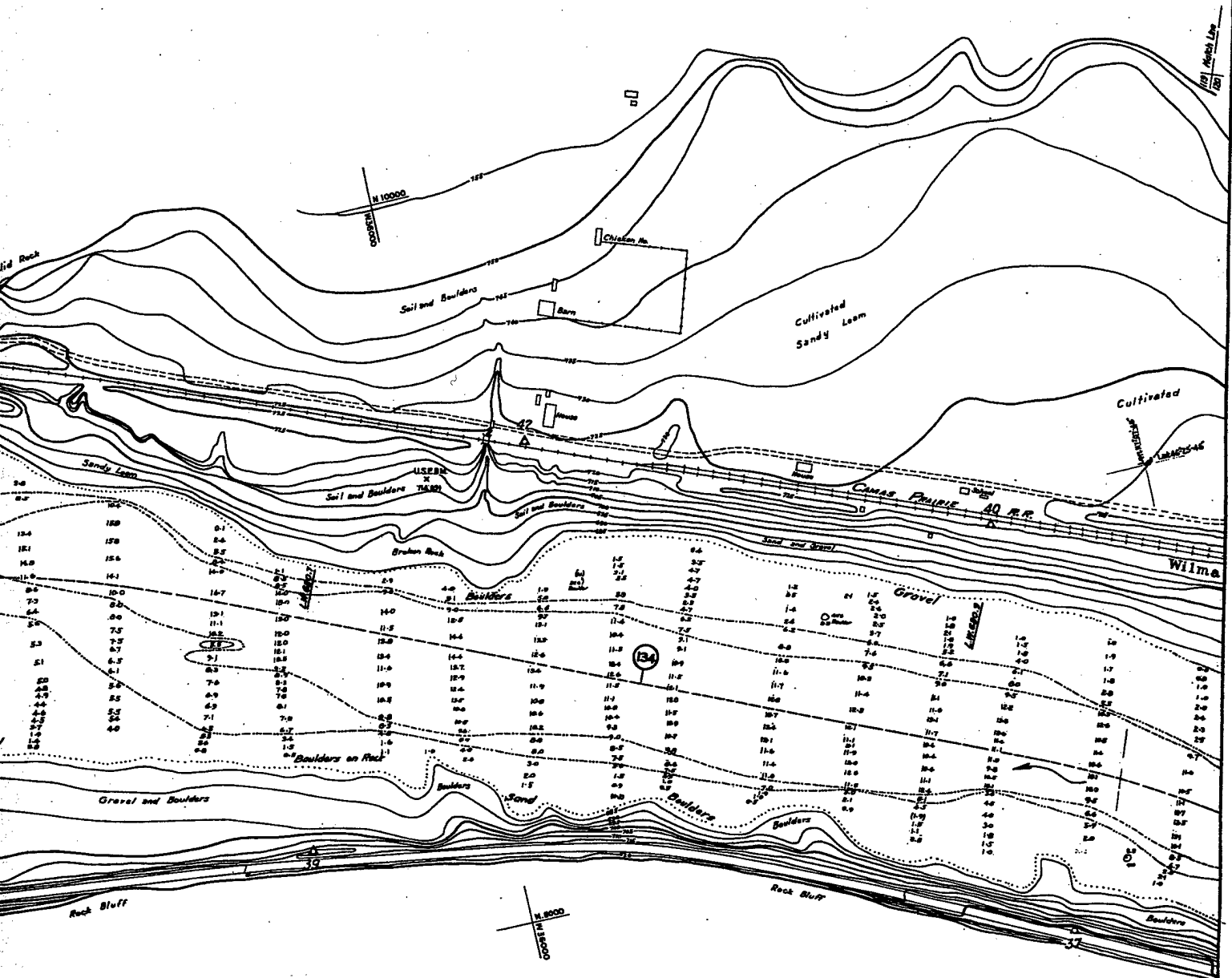
CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: _____

5 FOOT DEPTH CURVE SHOWN THUS: _____

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (13.3)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT SPANIA, EL. 52.85 M. S. L. 1

FIGURES IN PARENTHESES THUS: (11.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1989 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (133)

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 119

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Allen P. Darr
Associate Engineer

W. D. Thomas
Major, Corps of Engineers

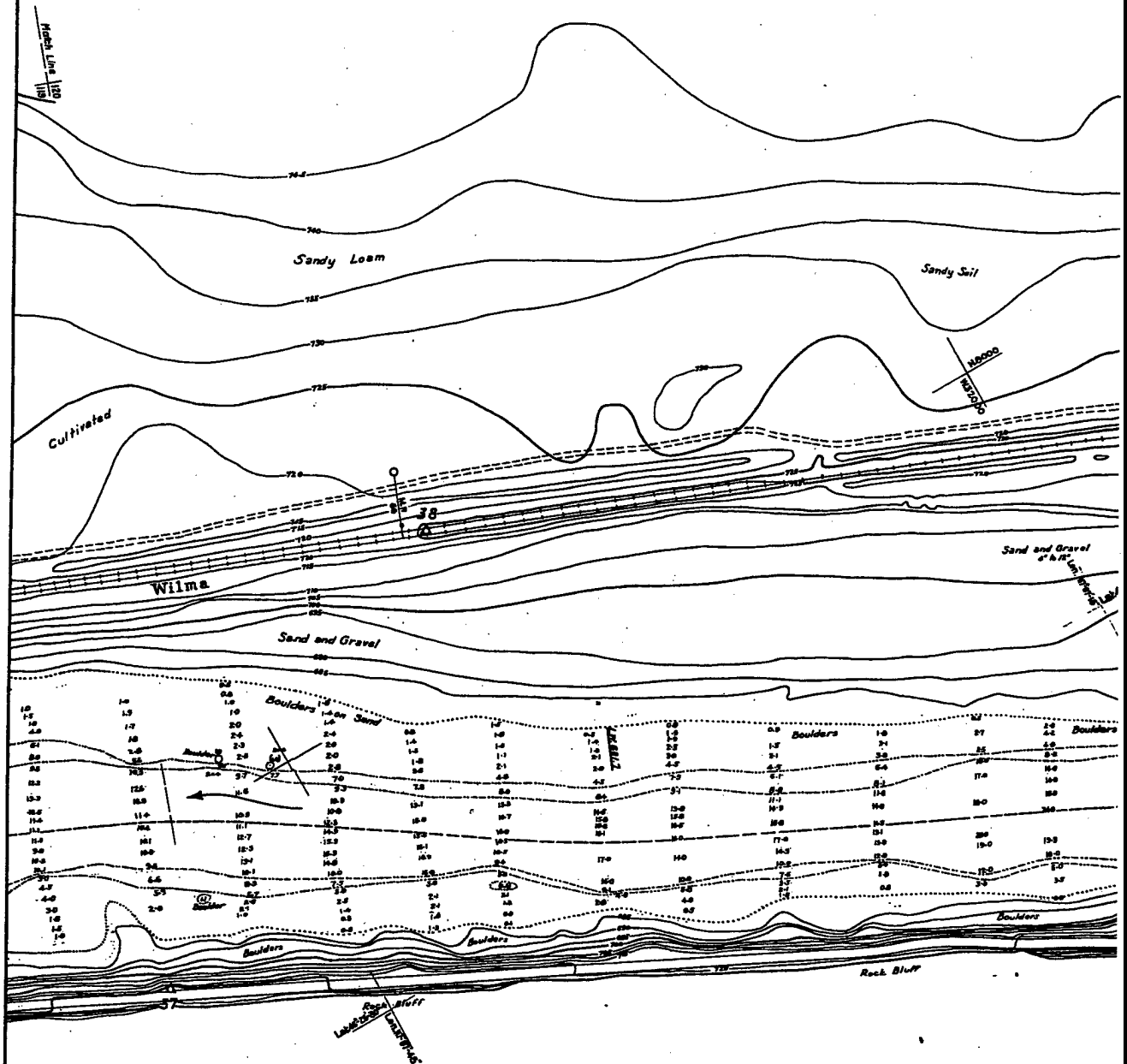
Drawn by J.M.B.

K.G.W.

Transmitted with report dated June 10, 1935.

SN-1-4/120
H-9-2/119

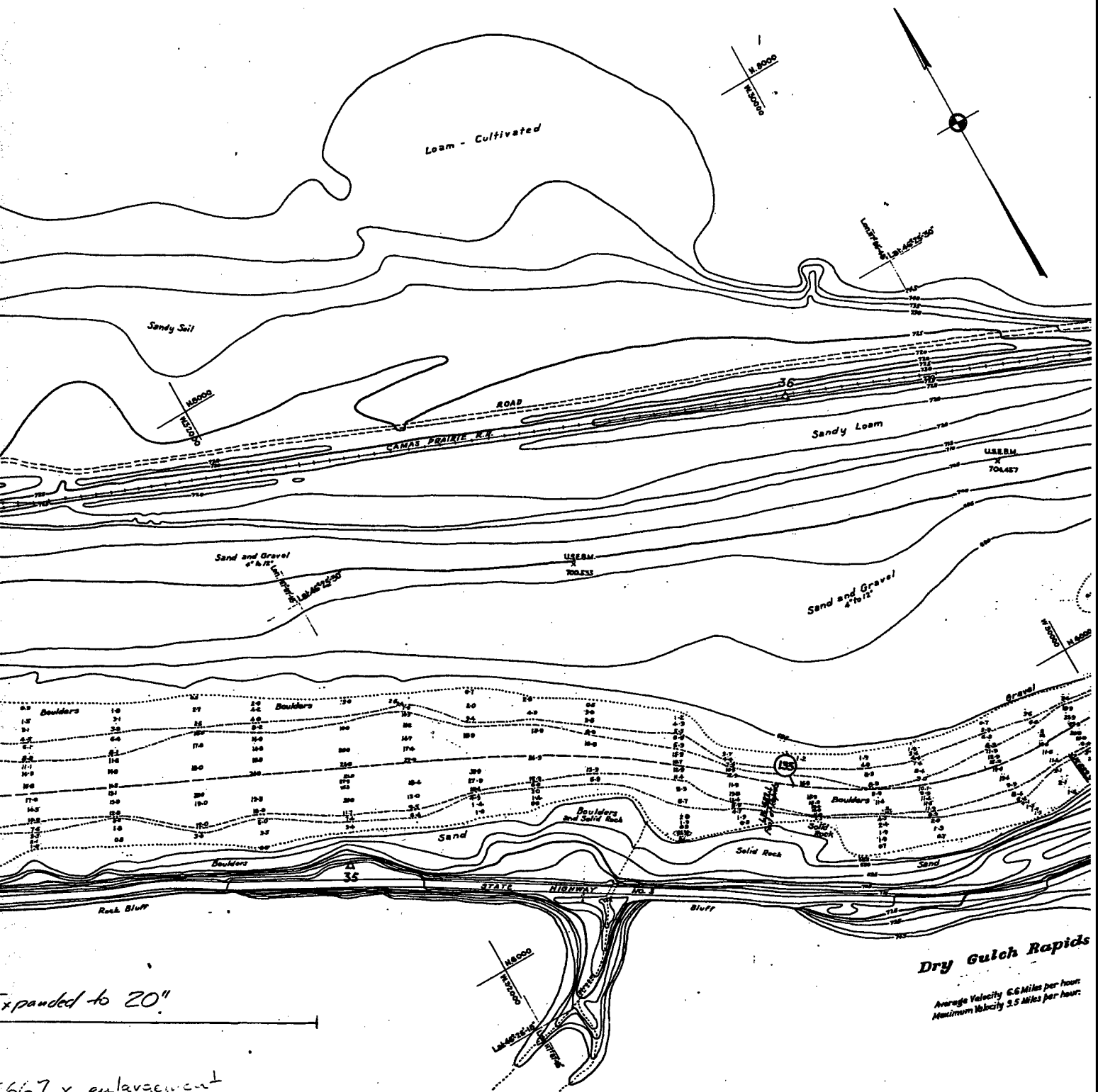
SN-1-12/119



12" Expanded to 20"

1.66667 x enlargement
166.67% "





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (0.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, AL. 31235 M. S. L.)

FIGURES IN PARENTHESES THUS (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1989 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (13.4)



NOTE.

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE, 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, ILL. (S. L. I.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1985 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (1.4)

Dry Gulch Rapids

Average Velocity 6.6 Miles per hour
Maximum Velocity 2.5 Miles per hour

(3)

Snake River, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 120

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

Alvin L. Darr
Associate Engineer

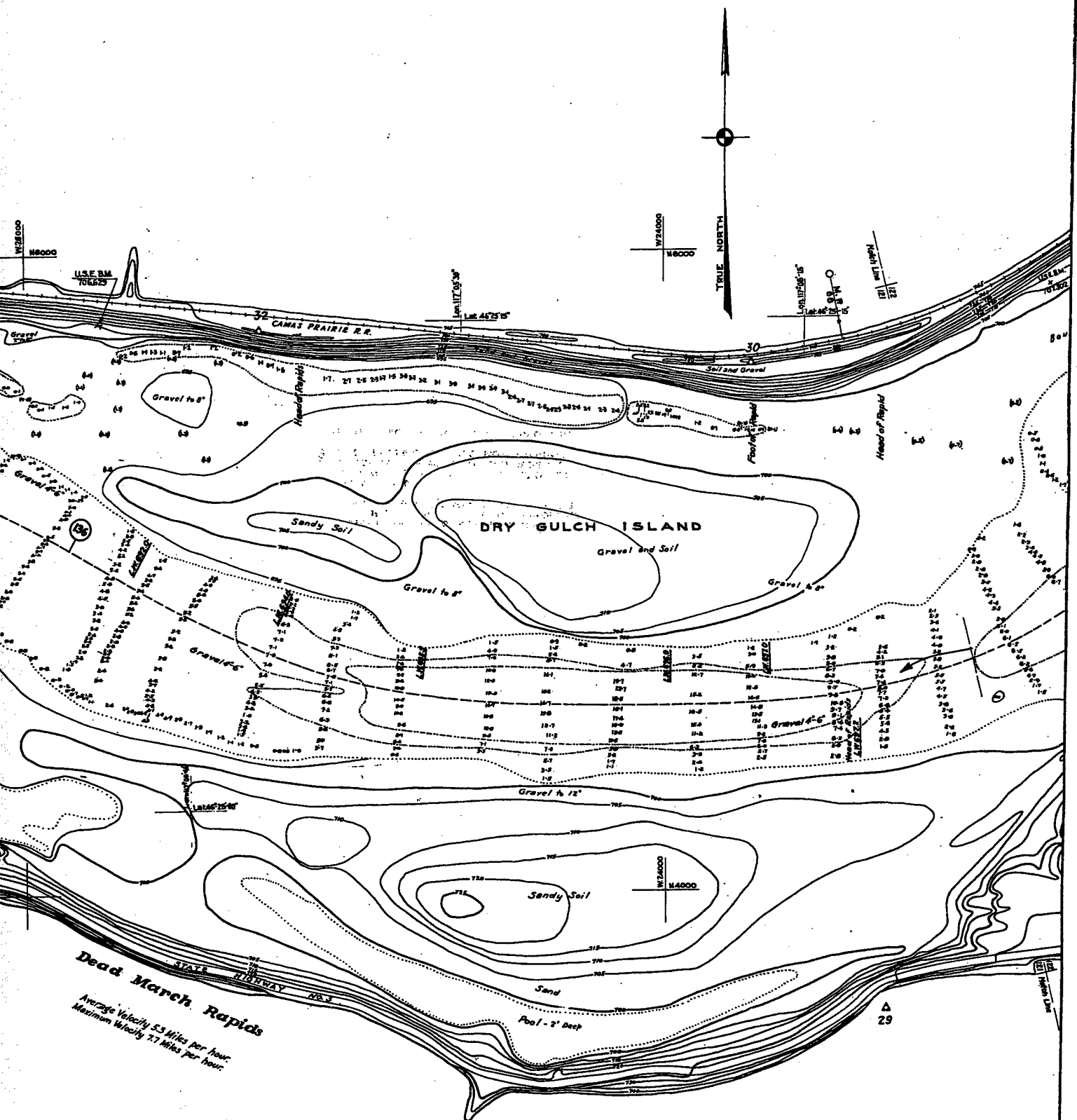
Edw. L. Darr
Major, Corps of Engineers

Drawn by J.M.B. K.G.W.

Transmitted with report dated June 10, 1935.

SN-1-4/121
R-9-2/126

SN-1-12/120



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 91.86 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.A.S. DATUM 1989 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (136)

SN-1-4/122
H-9-2/121

3 **SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT**

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 121

U. S. ENGINEER OFFICE, PORTLAND, OREGON,

1934.

Submitted:

Approved:

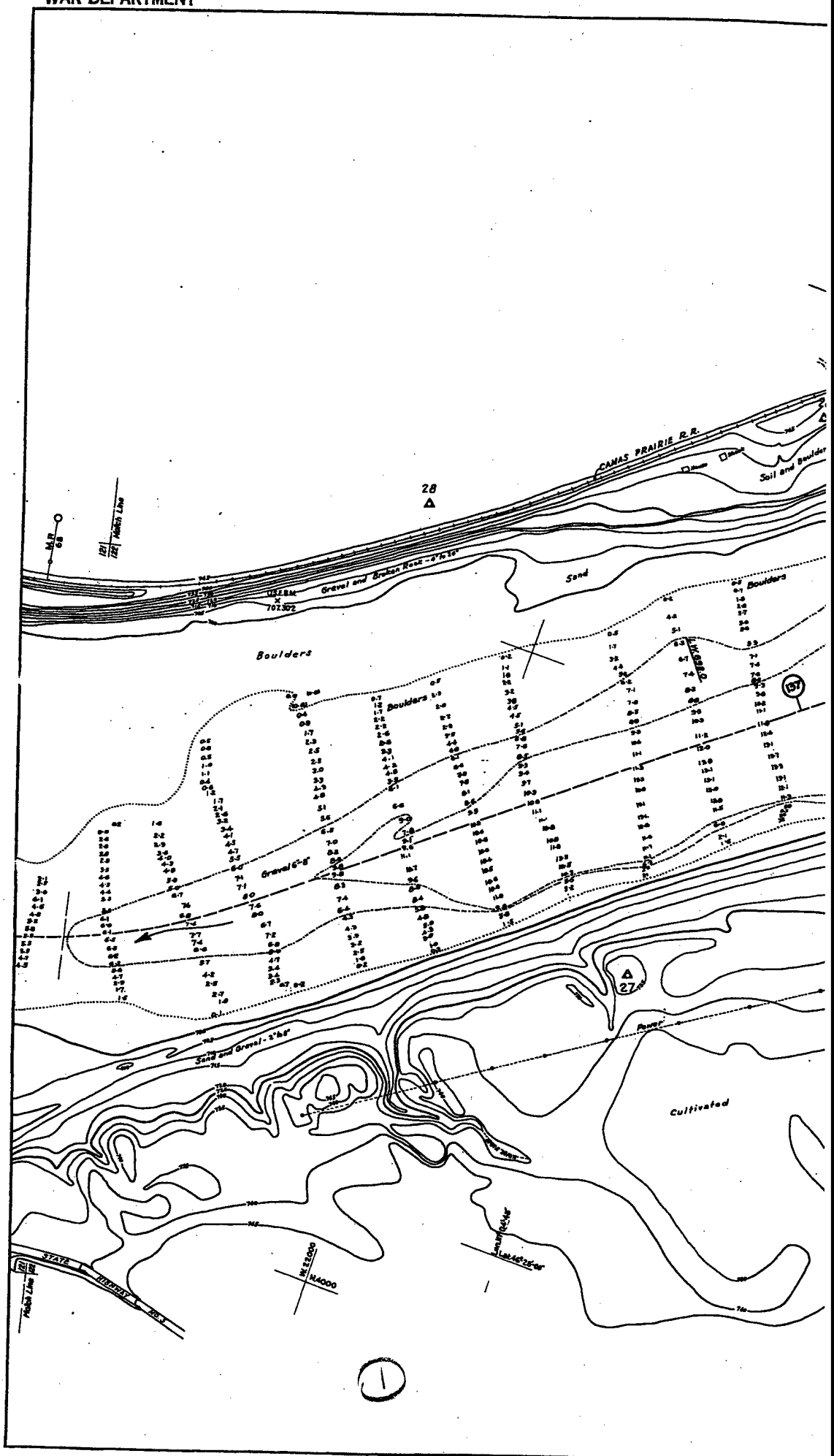
Allen L. Darr
Associate Engineer

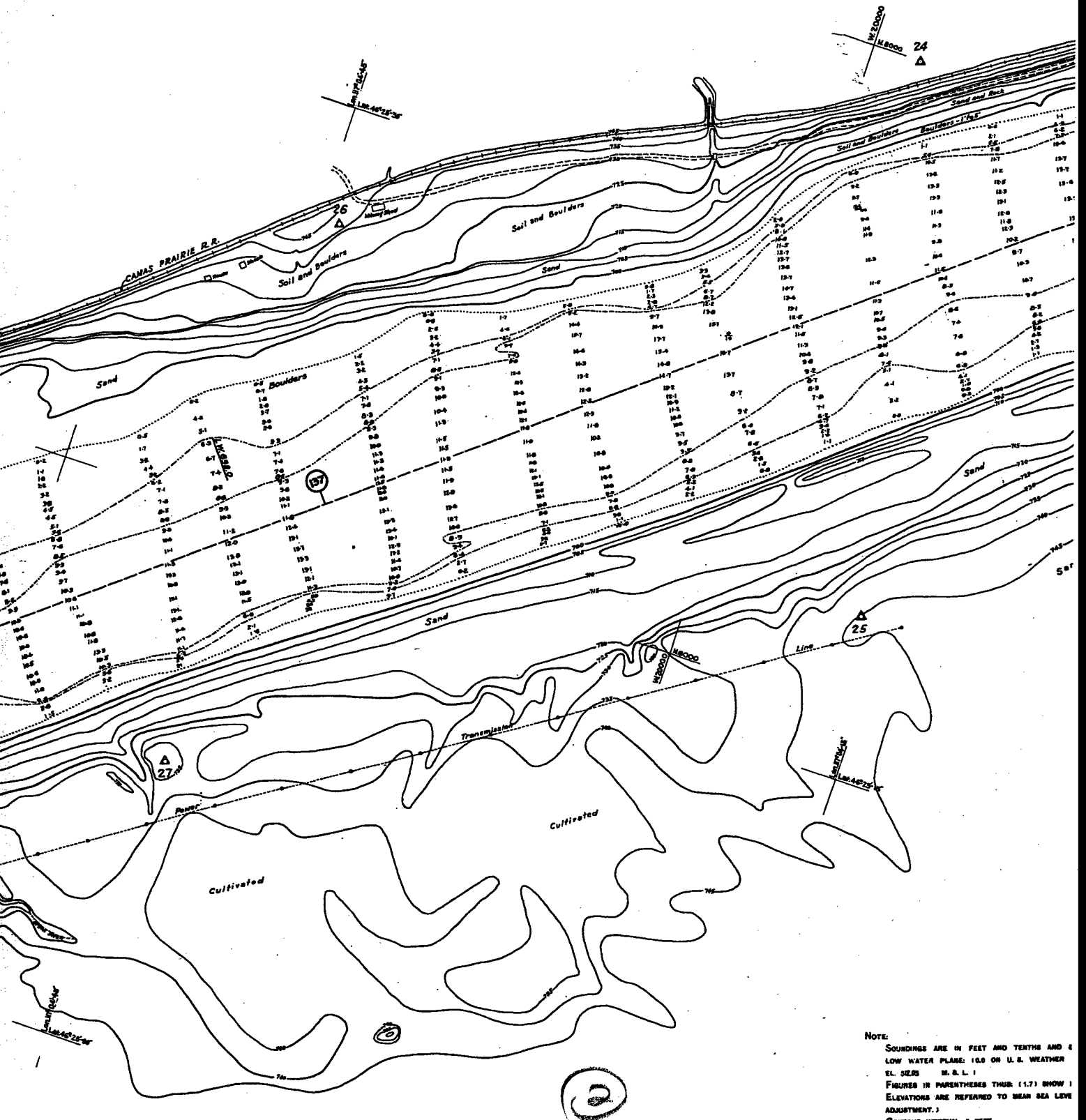
W. Williams
Major, Corps of Engineers

Drawn by JMB. KGW

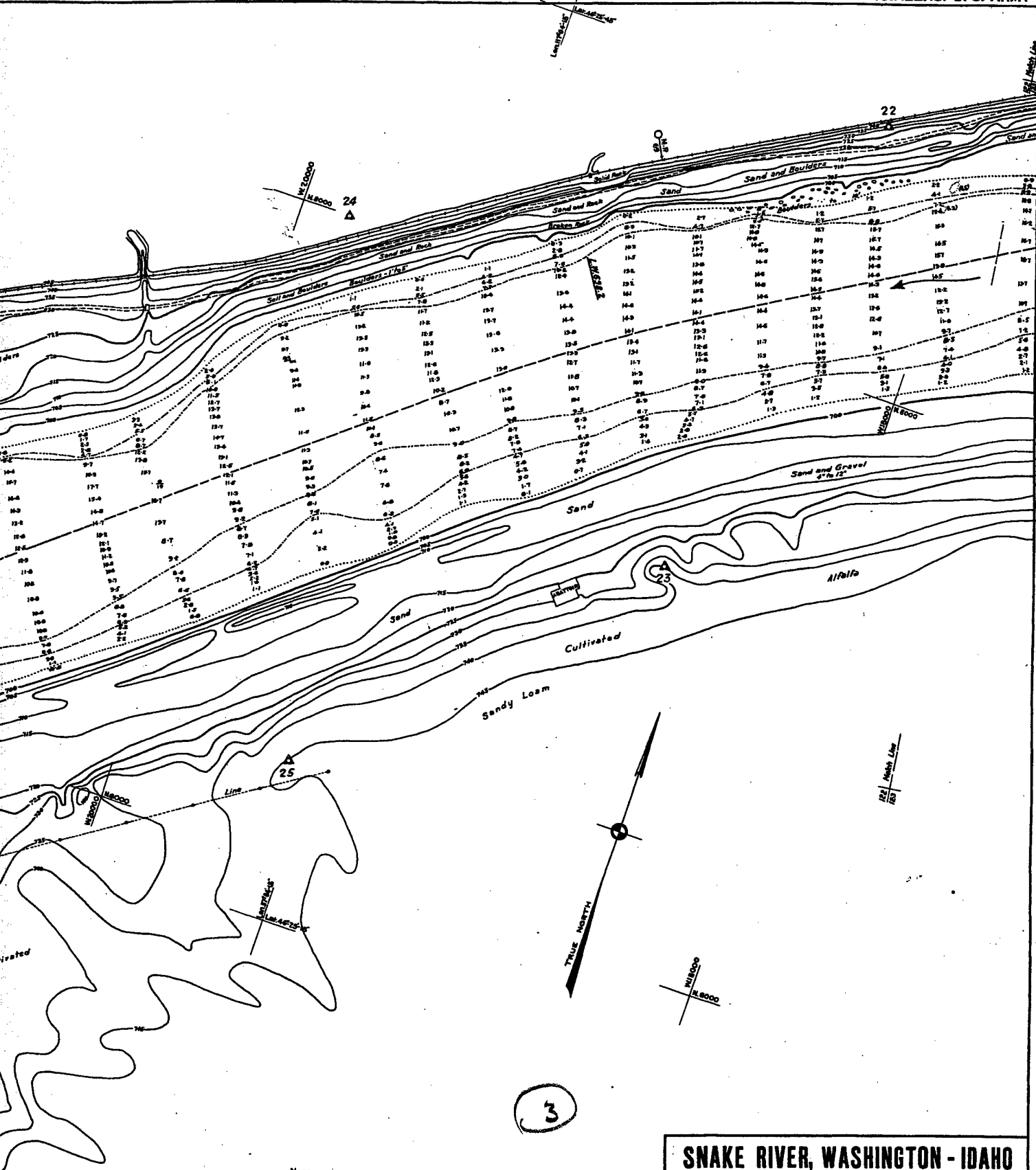
Transmitted with report dated June 10, 1935.

SN-1-12/121





NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND A
 LOW WATER PLANE: 10.0 ON U.S. WEATHER
 EL. SIZES M. & L. 1
 FIGURES IN PARENTHESES THUS: (1.7) SHOW
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL
 ADJUSTMENT.
 CONTOUR INTERVAL 8 FEET.
 8 FOOT DEPTH CURVE SHOWN THUS: ---
 8 FOOT DEPTH CURVE SHOWN THUS: ---
 CENTER LINE OF PROPOSED CHANNEL SHOWN
 DISTANCE IN MILES FROM MOUTH OF RIVER SEE
 PROPOSED CHANNEL SHOWN THUS: (51)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPARIA, EL. 52.85 M. S. L. 1

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1989 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (51)

SN-1-4/123
H-9-2/122

Snake River, Washington - Idaho Mouth to Oregon - Washington Line Review Report

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 122

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Approved:

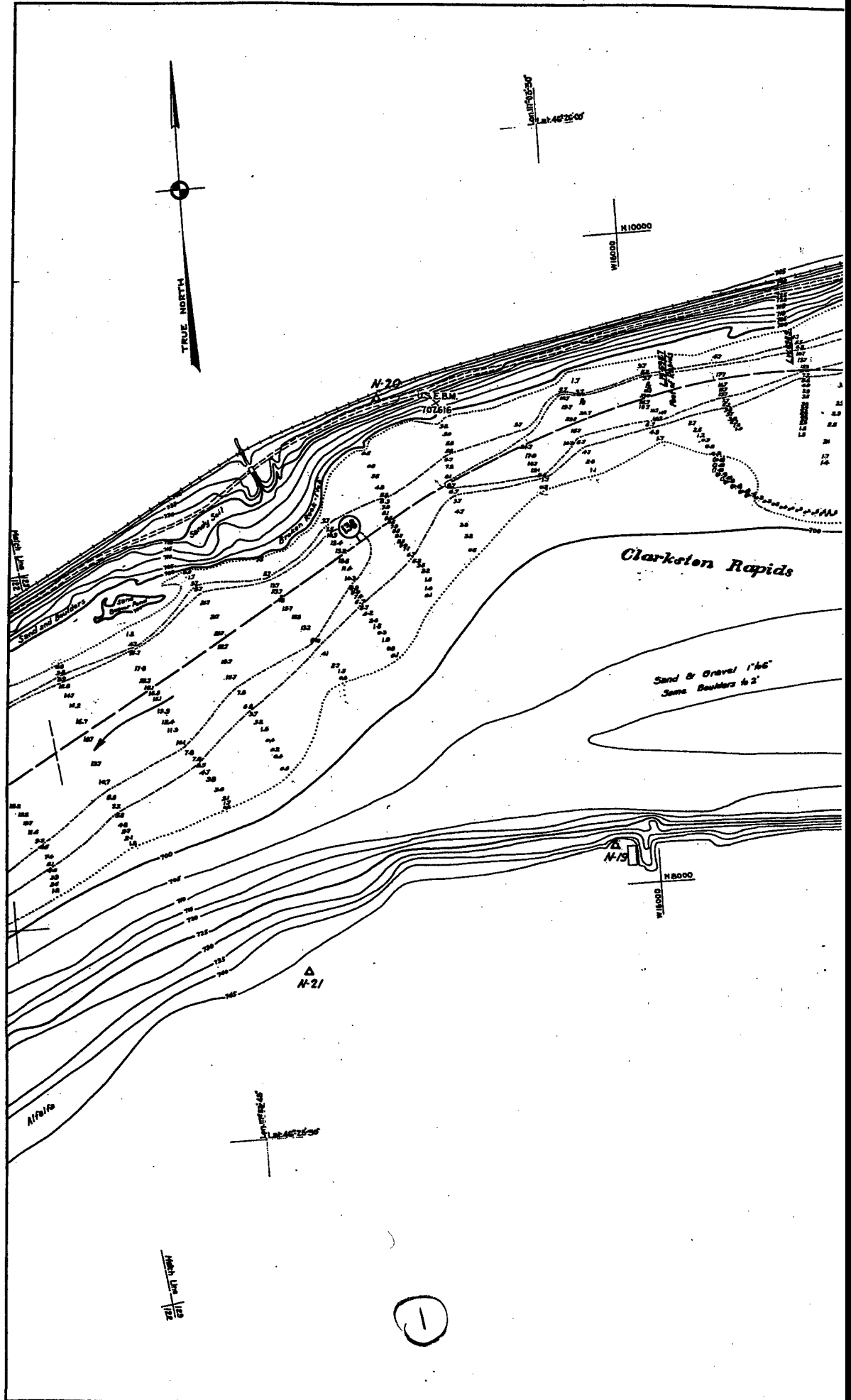
Allen L. Damm
Associate Engineer

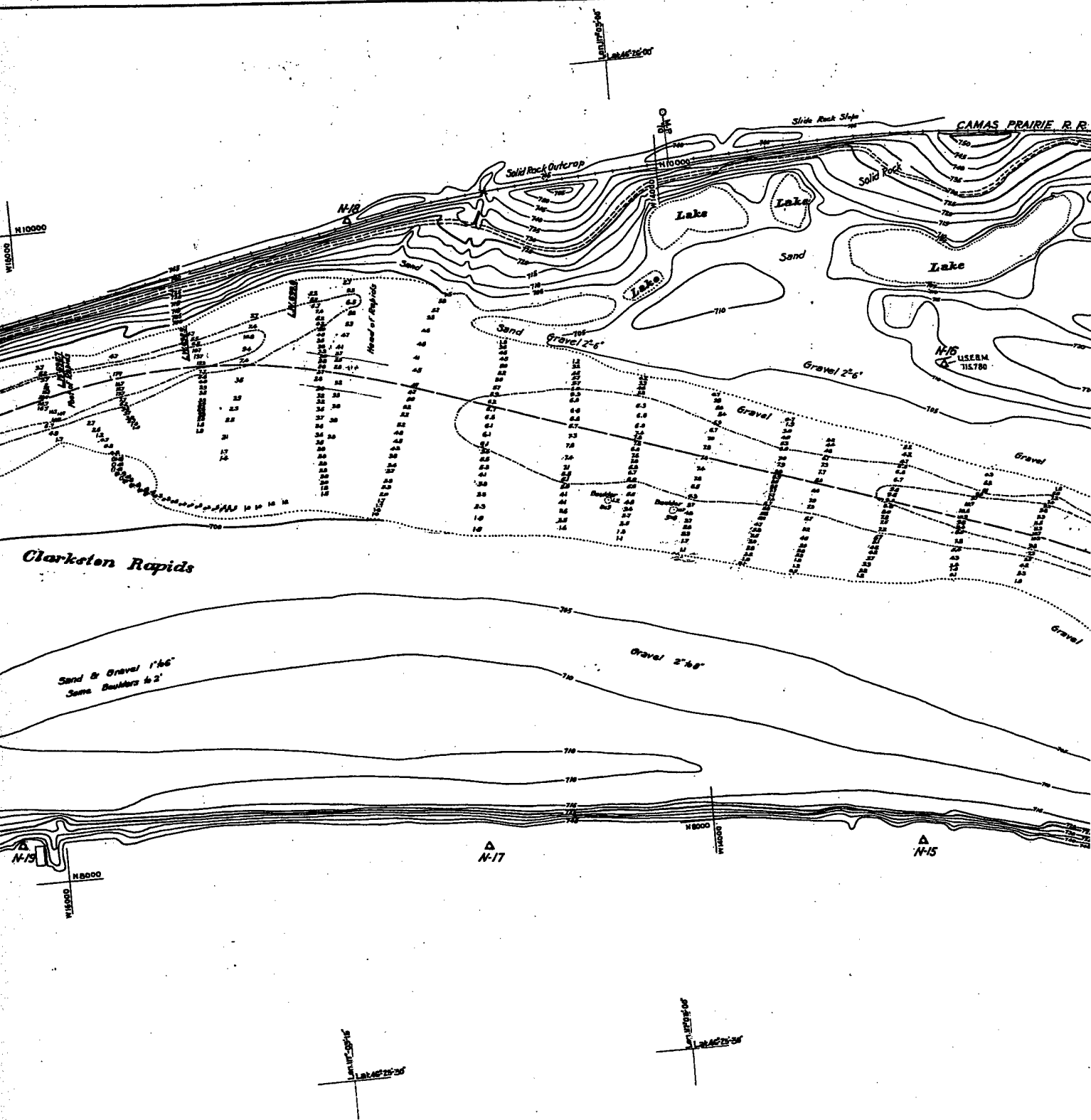
Ed. Williams
Major, Corps of Engineers

Drawn by J.M.B. K.G.W.

Transmitted with report dated June 10, 1935.

SN-1-12/122





(2)

NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. SEAS M.S.L. 1'.

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1989 ADJUSTMENT.)

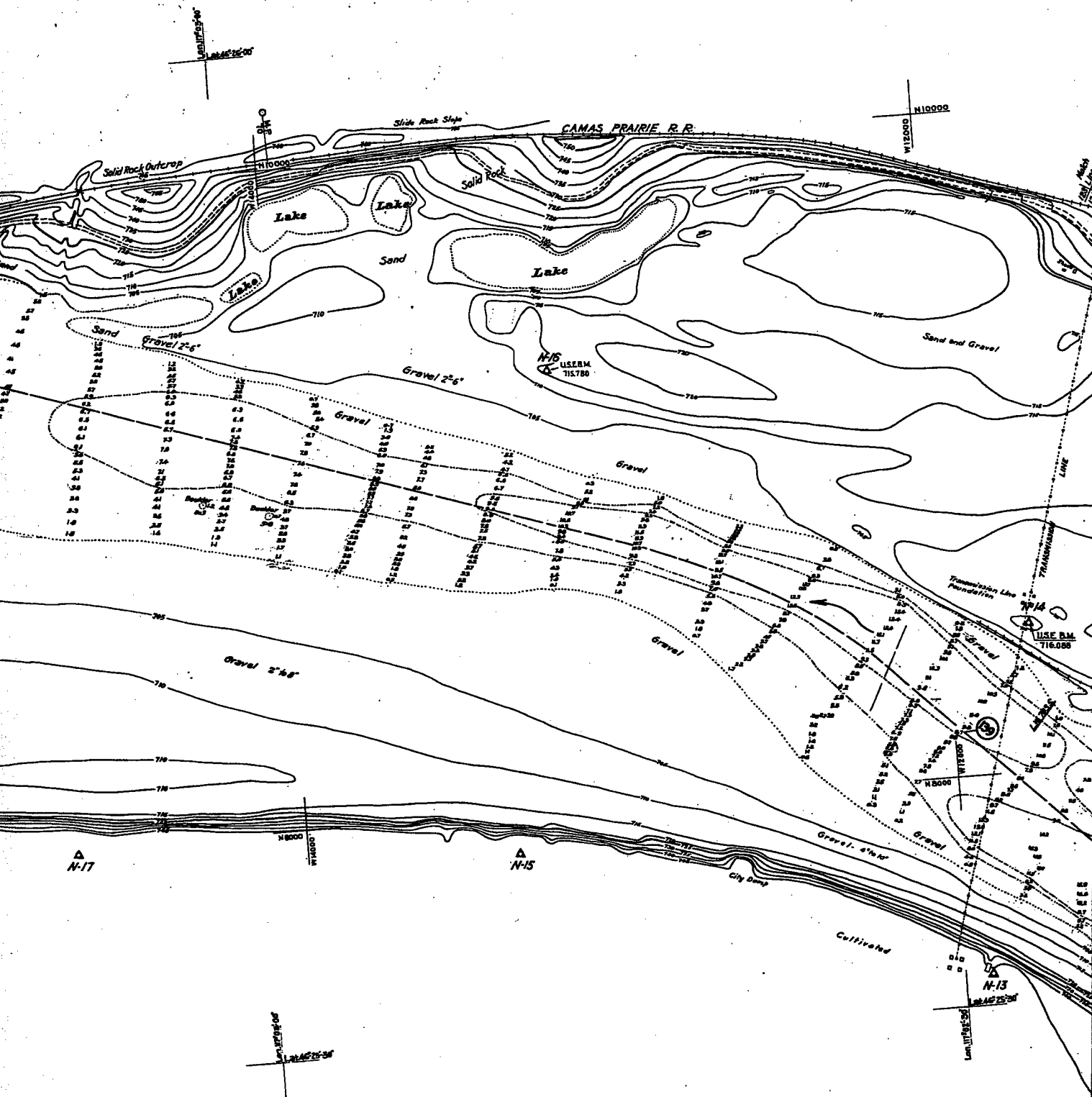
CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (38)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RINAPSA, EL. 81.84 (M. S. L.).

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1989 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (2.5)

3

North Line
120° 121°

Snake River, Washington - Idaho MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS

SCALE 1:2,000

SHEET NO. 123

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Approved:

Allen L. Darr
Associate Engineer

W. Williams
Major, Corps of Engineers

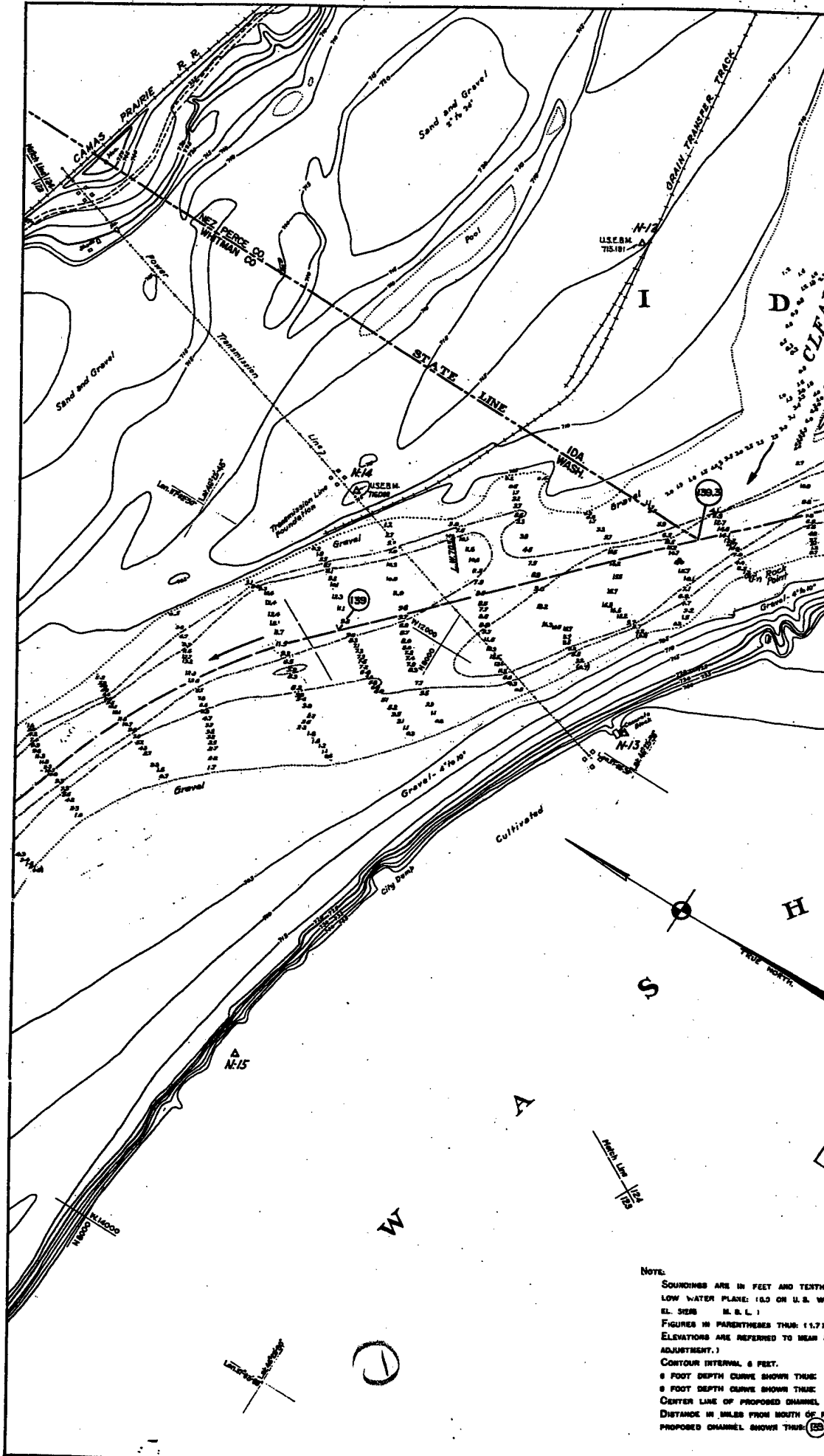
Drawn by J.M.B. E.L.W.

Transmitted with report dated June 10, 1935.

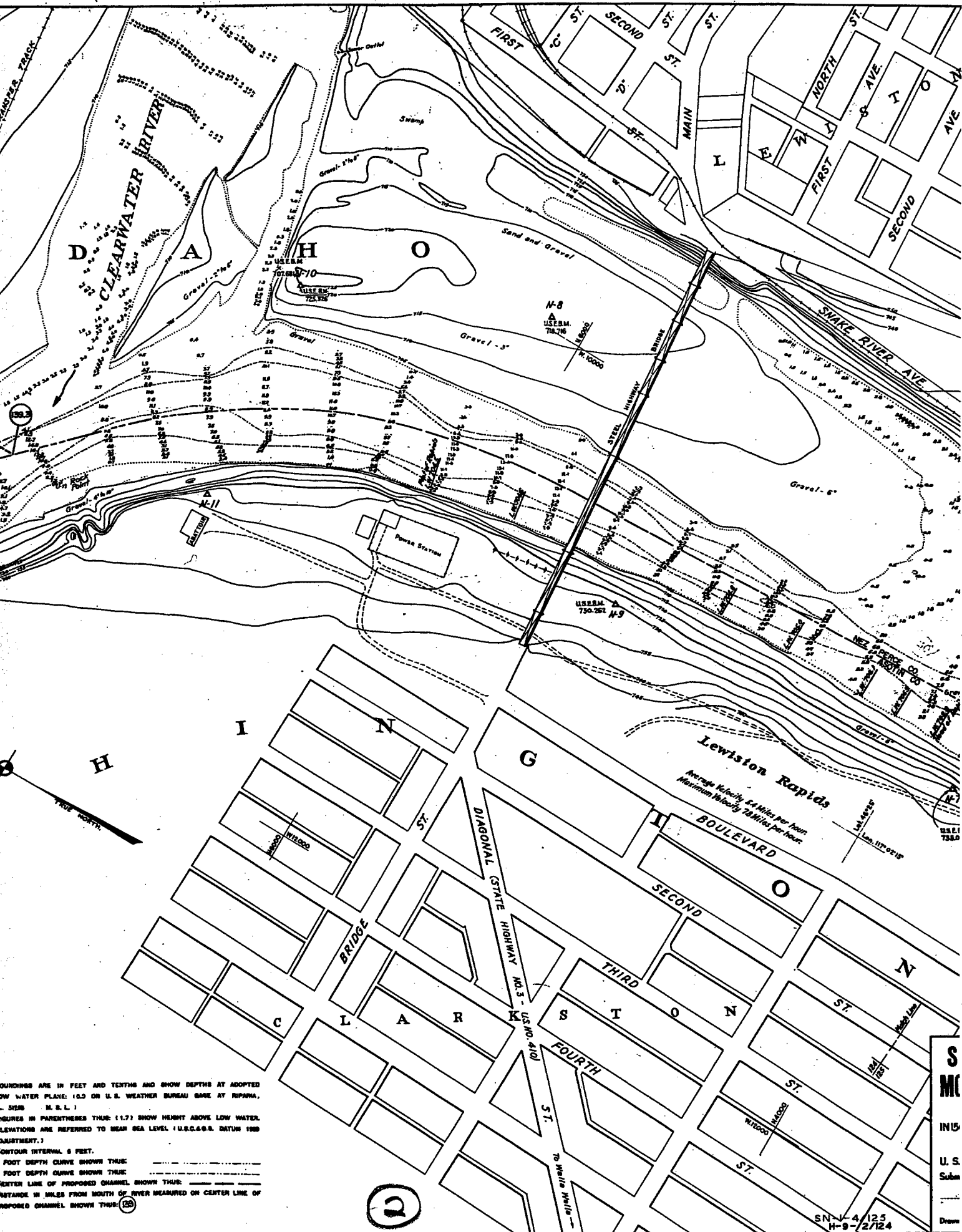
SN-1-4/124
H-9-2/123

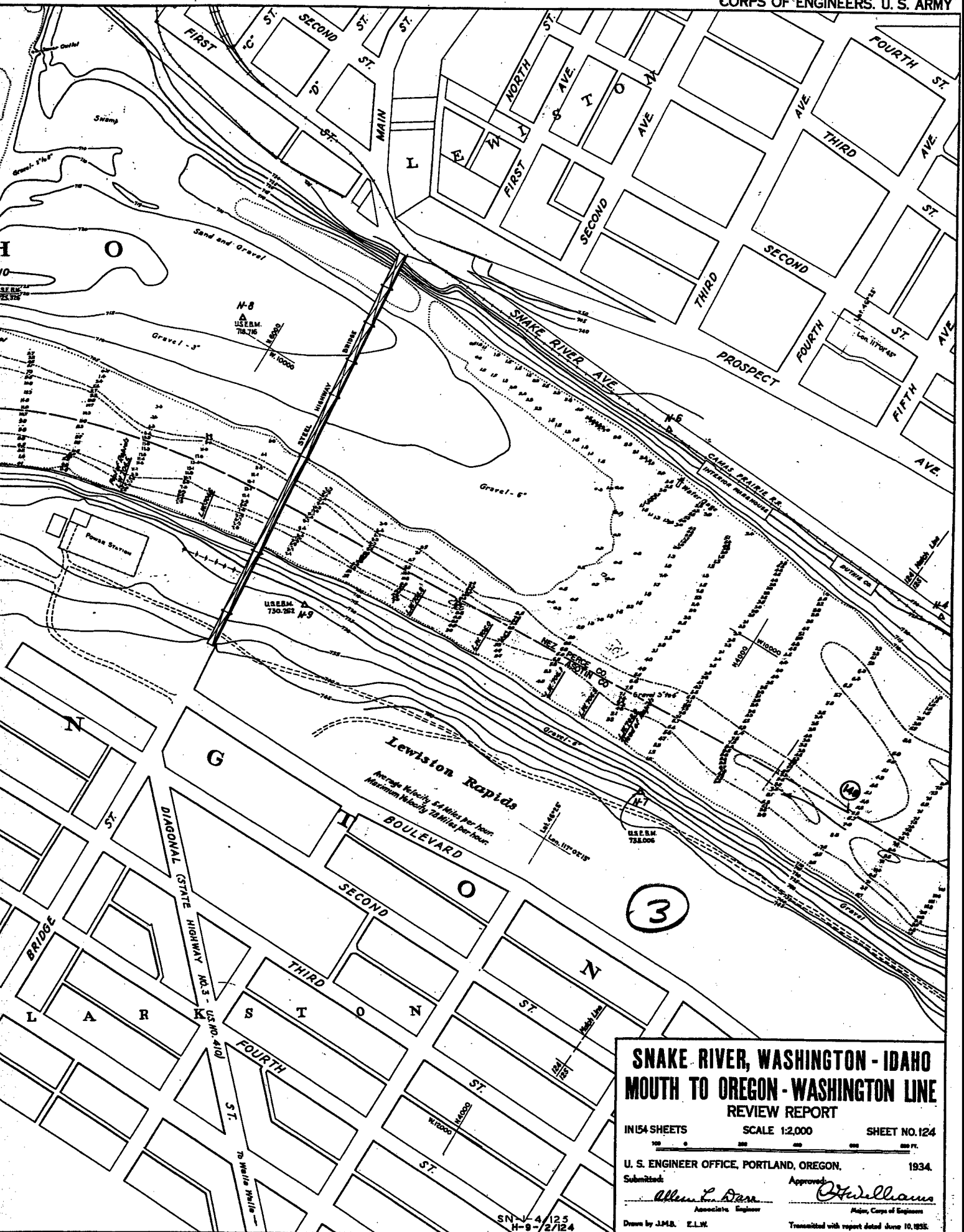
SN-1-12/123

WAR DEPARTMENT



NOTE:
 SOUNDINGS ARE IN FEET AND TENTH
 LOW WATER PLANE: 10.0 ON U.S. W.
 EL. SEAS. M.S.L.
 FIGURES IN PARENTHESES THUS (1.7)
 ELEVATIONS ARE REFERRED TO MEAN
 ADJUSTMENT.
 CONTOUR INTERVAL: 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS:
 5 FOOT DEPTH CURVE SHOWN THUS:
 CENTER LINE OF PROPOSED CHANNEL
 DISTANCE IN MILES FROM MOUTH OF R.
 PROPOSED CHANNEL SHOWN THUS: (1.7)





SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 54 SHEETS

SCALE 1:2,000

SHEET NO. 124

U. S. ENGINEER OFFICE, PORTLAND, OREGON.

1934.

Submitted:

Approved:

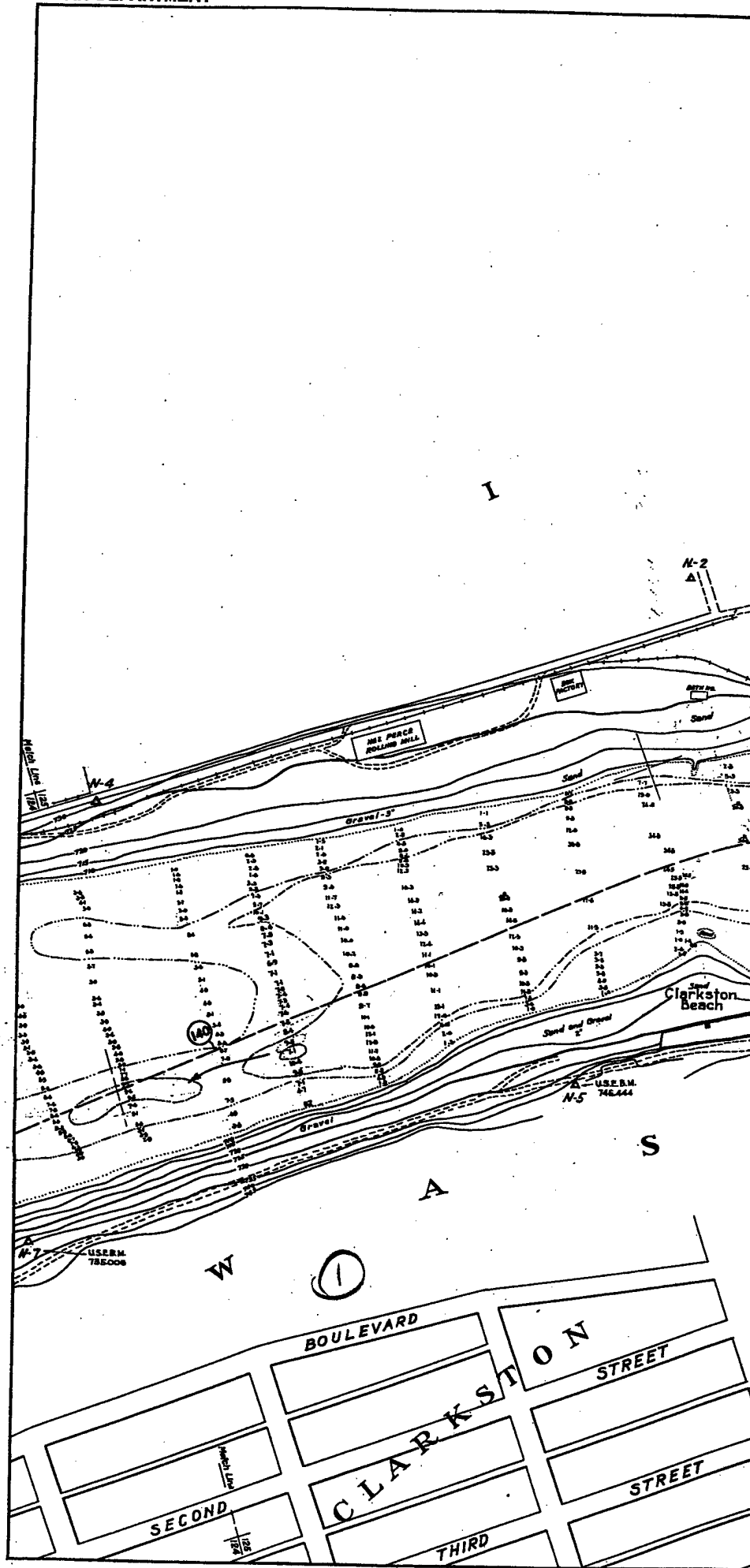
Allen L. Darr
Associate Engineer

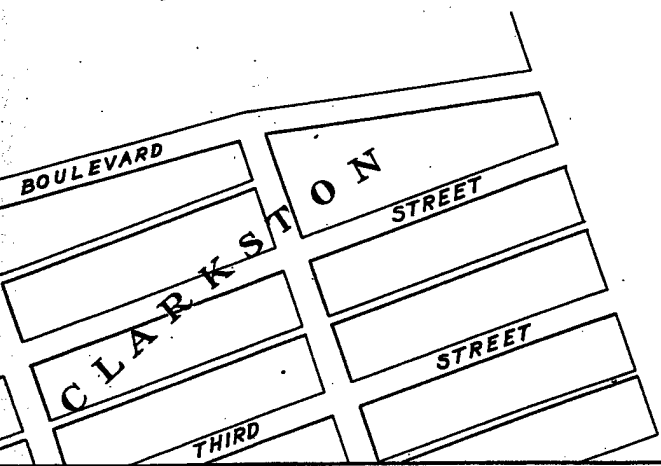
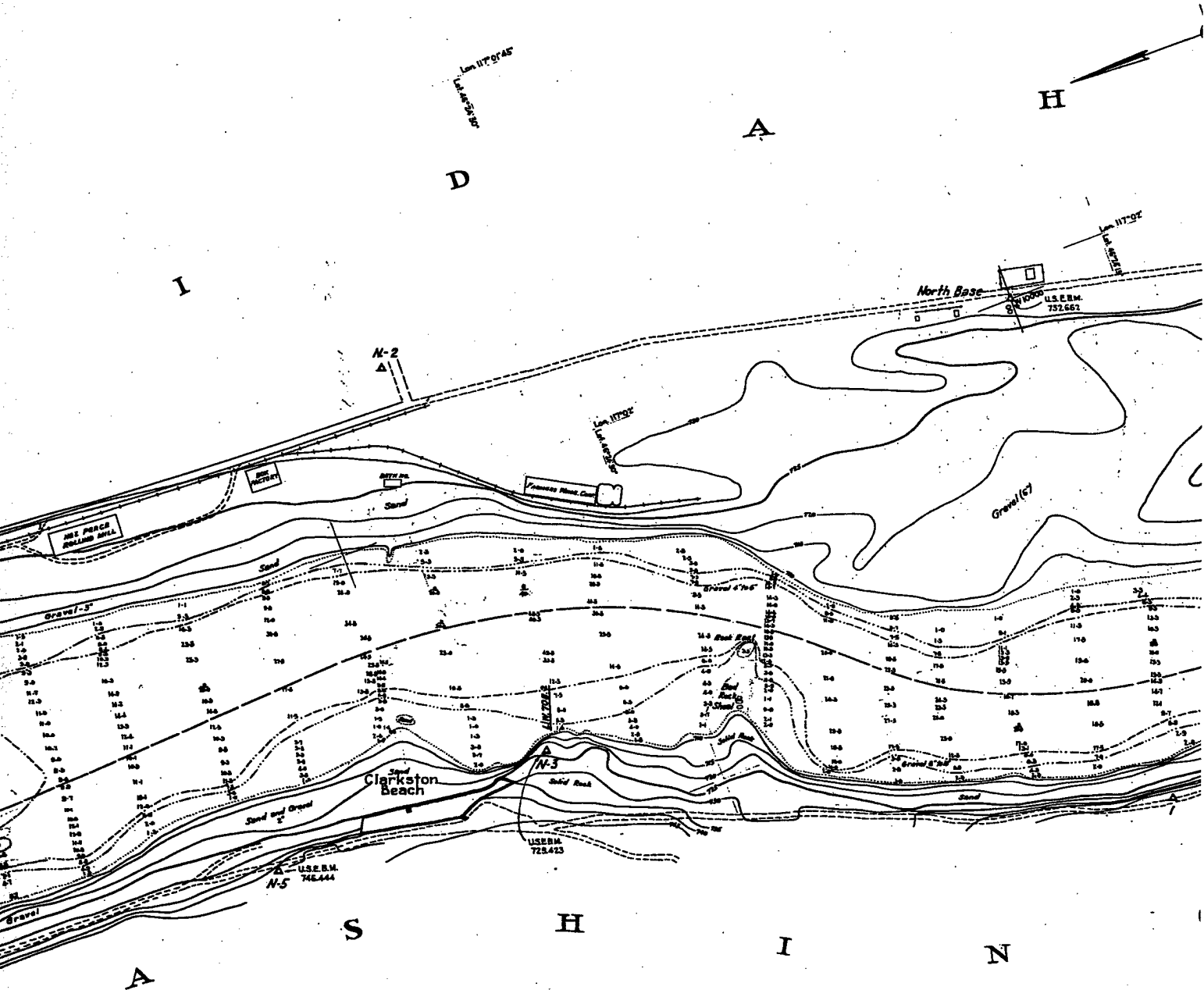
W. Williams
Major, Corps of Engineers

Drawn by J.M.B. E.L.W.

Transmitted with report dated June 10, 1935.

SN-I-127/124

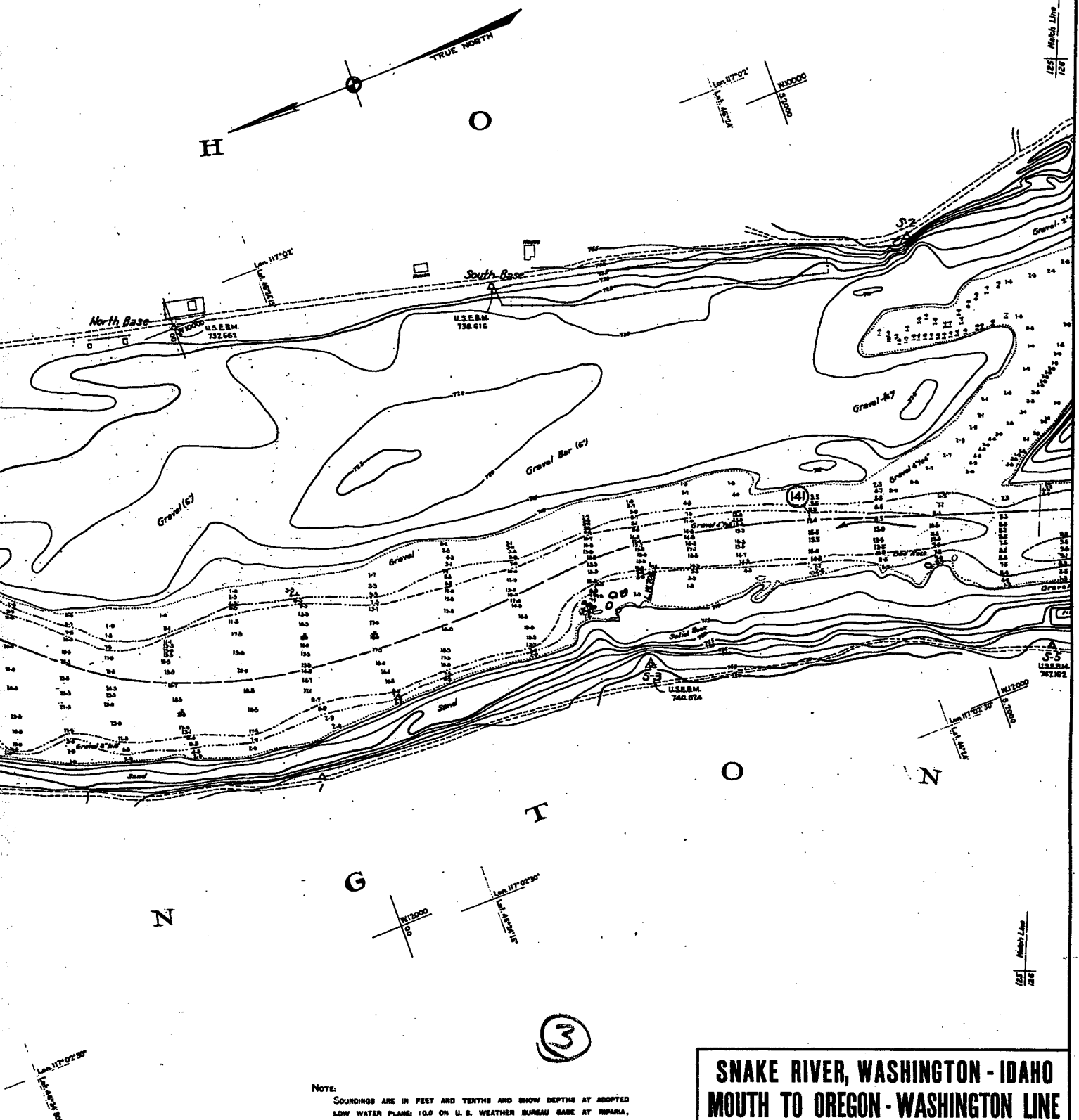




W. 12000

2

NOTE:
 SO.
 LOW
 SL.
 FIB.
 ELI.
 ADP.
 COI.
 S.F.
 S.F.
 COI.
 DIS.
 PNC.



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RAPARA, EL. 8125 M.S.L. 1
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1980 ADJUSTMENT.)
 CONTOUR INTERVAL: 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (140)

SN-1-4/128
 W-9-2/125

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 125

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Allen L. Darr
 Associate Engineer

Approved:

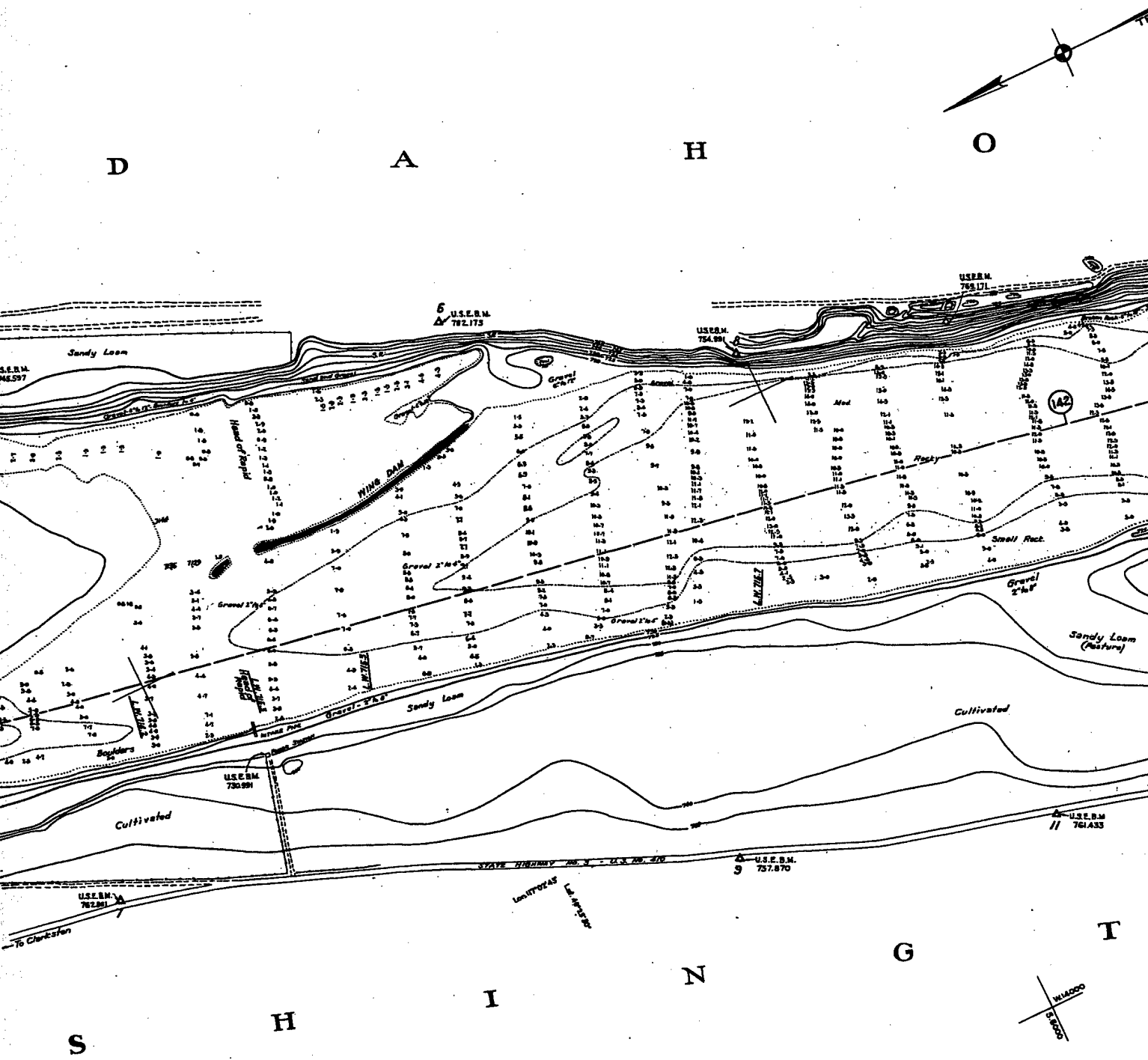
W. Williams
 Major, Corps of Engineers

Drawn by J.M.B.

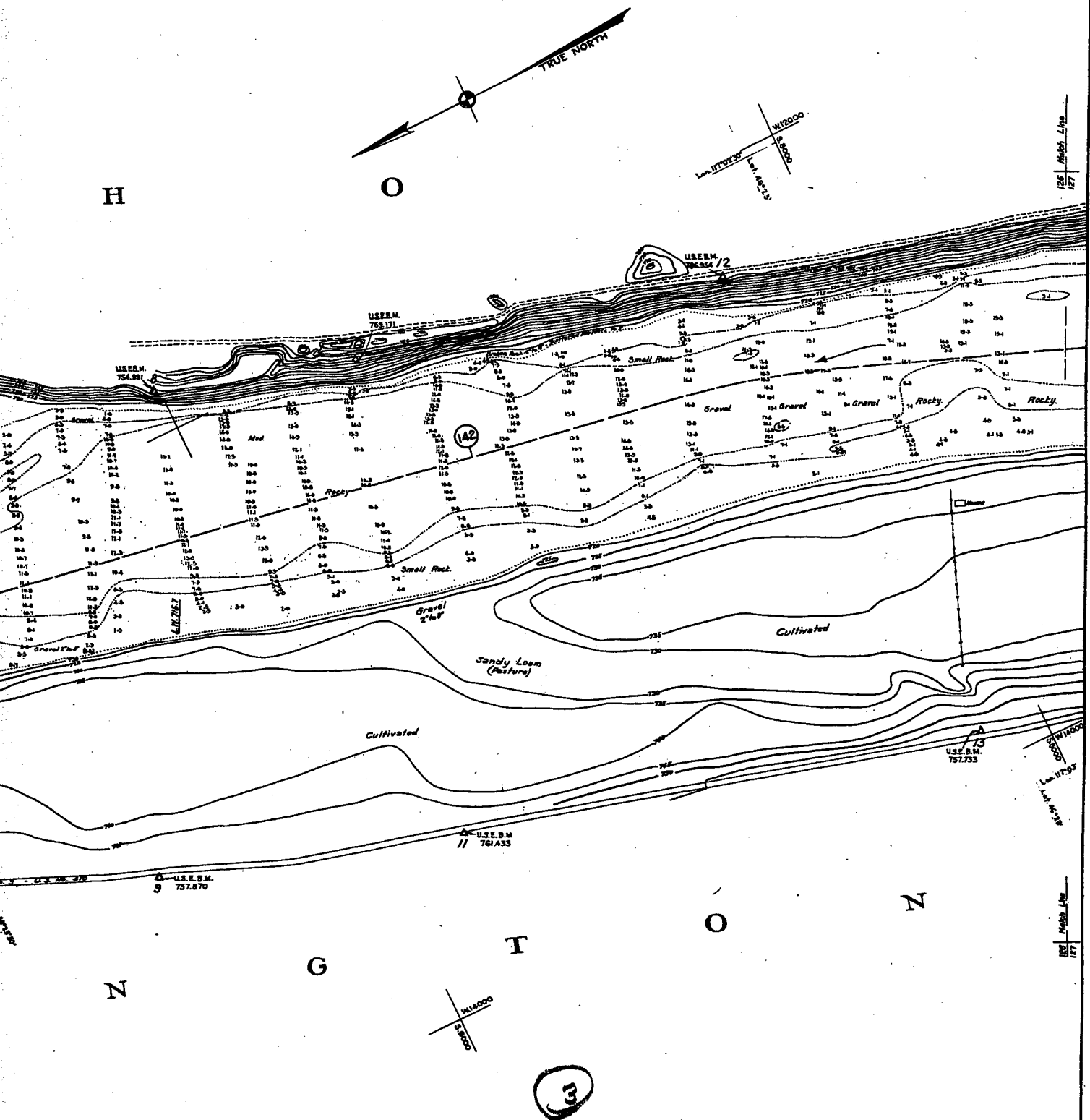
N.E.F.

Transmitted with report dated June 10, 1935

SN-1-12/125



NOTE:
 SOUNDINGS ARE IN FEET AND TENTHS AND SHOW ON
 LOW WATER PLANE 10.0 ON U.S. WEATHER BUREAU
 S.L. 5115 S.L. 1
 FIGURES IN PARENTHESES THUS: (1.7) SHOW MEANTH AT
 ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.
 ADJUSTMENT.)
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: ---
 3 FOOT DEPTH CURVE SHOWN THUS: ---
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ---
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON
 PROPOSED CHANNEL SHOWN THUS: (14)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE (10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA, EL. 21.5 M.S.L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER, MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (14)

Snake River, Washington - Idaho Mouth to Oregon - Washington Line Review Report

IN SHEETS SCALE 1:2000 SHEET NO. 126

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Approved:

Allen L. Darr
Associate Engineer

W. Williams
Major, Corps of Engineers

Drawn by J.M.S. N.E.F.

Transmitted with report dated June 10, 1935

SN-I-4/127
H-9-2/126

SN-I-12/126

I

125 127 North Line

U.S.E.M. 788.775

15 U.S.E.M. 749.596

Small Rocks

Gravel - 2" to 6"

Mud

Gravel - 1" to 4"

U.S.E.M. 786.501

15

Lower or P
Aver
Marin

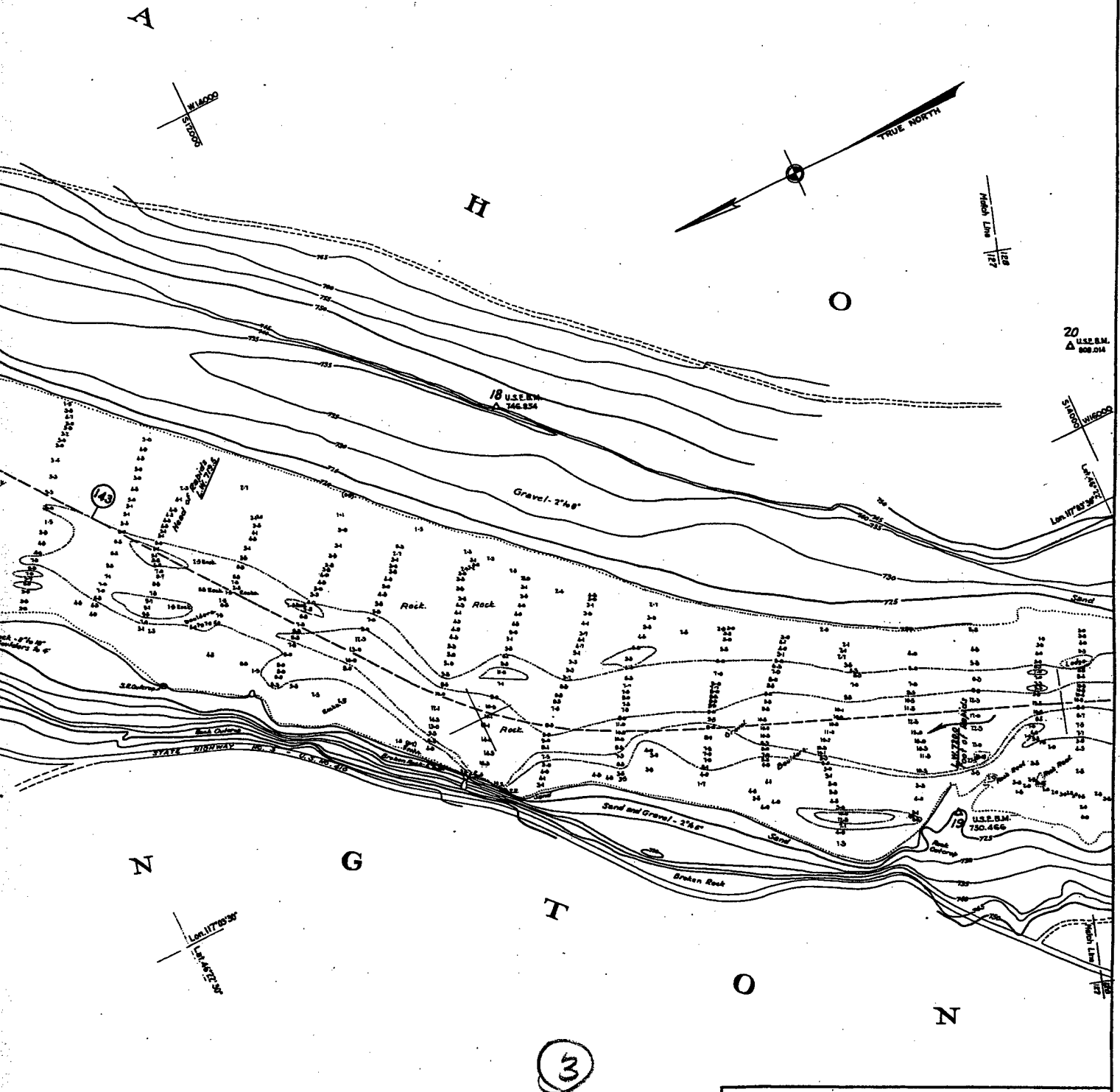
W A S H

1

I



DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: 142



NOTE:
SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED
LOW WATER PLANE, 10.0 ON U.S. WEATHER BUREAU GAGE AT RIPARIA,
EL. 512.8 M.S.L.
FIGURES IN PARENTHESES THUS (1.7) SHOW HEIGHT ABOVE LOW WATER.
ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.A.S. DATUM 1985
ADJUSTMENT.)
CONTOUR INTERVAL 5 FEET.
5 FOOT DEPTH CURVE SHOWN THICK
5 FOOT DEPTH CURVE SHOWN THIN
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF
PROPOSED CHANNEL SHOWN THUS (1.2)

SN-I-4/128
H-9-2/127

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 127

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Allen L. Darr
Associate Engineer

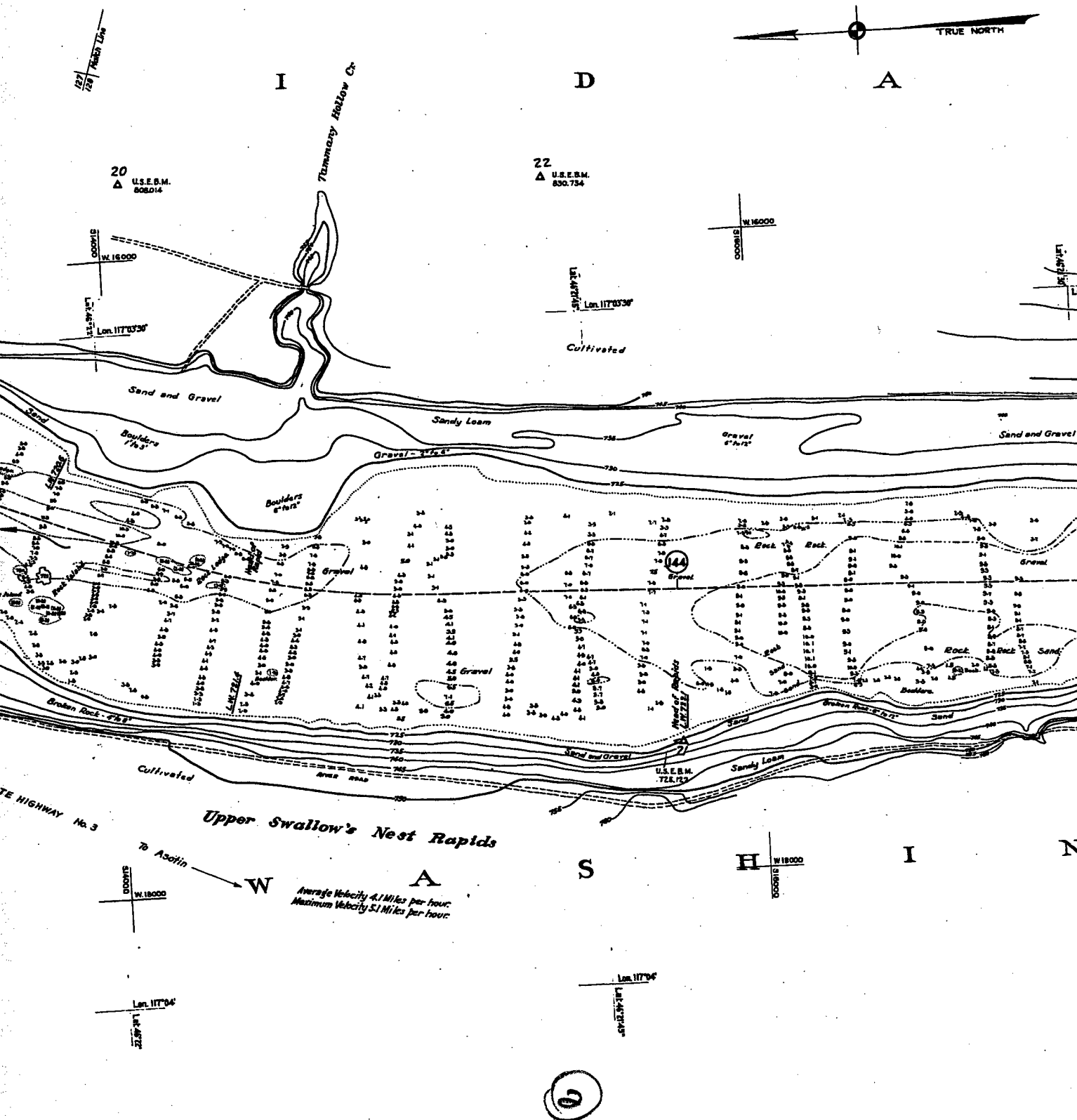
Approved:

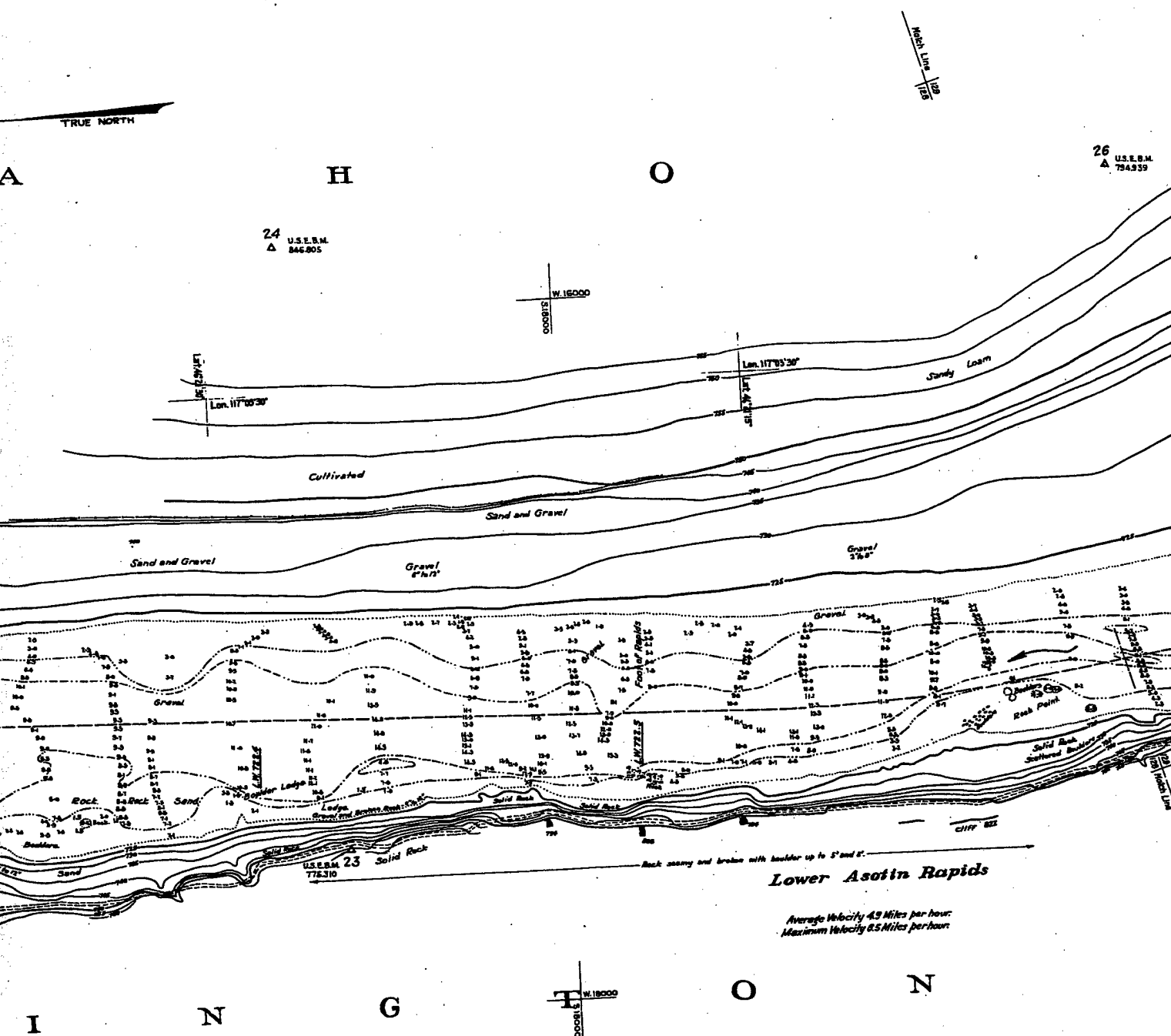
Chas. Williams
Major, Corps of Engineers

Drawn by J.M.S. N.E.F.

Transmitted with report dated June 10, 1935

SN-I-12/127





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE, 10.0 ON U. S. WEATHER BUREAU GAGE AT RYAN, EL. 512.5 M. S. L. FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER.

ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1989 ADJUSTMENT.)

CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF

PROPOSED CHANNEL SHOWN THUS: (44)

SN-1-4/129
H-9-2/128

Snake River, Washington - Idaho Mouth to Oregon - Washington Line REVIEW REPORT

IN SHEETS SCALE 1:2,000 SHEET NO. 128

U. S. ENGINEER OFFICE, PORTLAND, OREGON. 1934.

Submitted:

Allen L. Barr
Associate Engineer

Approved:

Stull
Major, Corps of Engineers

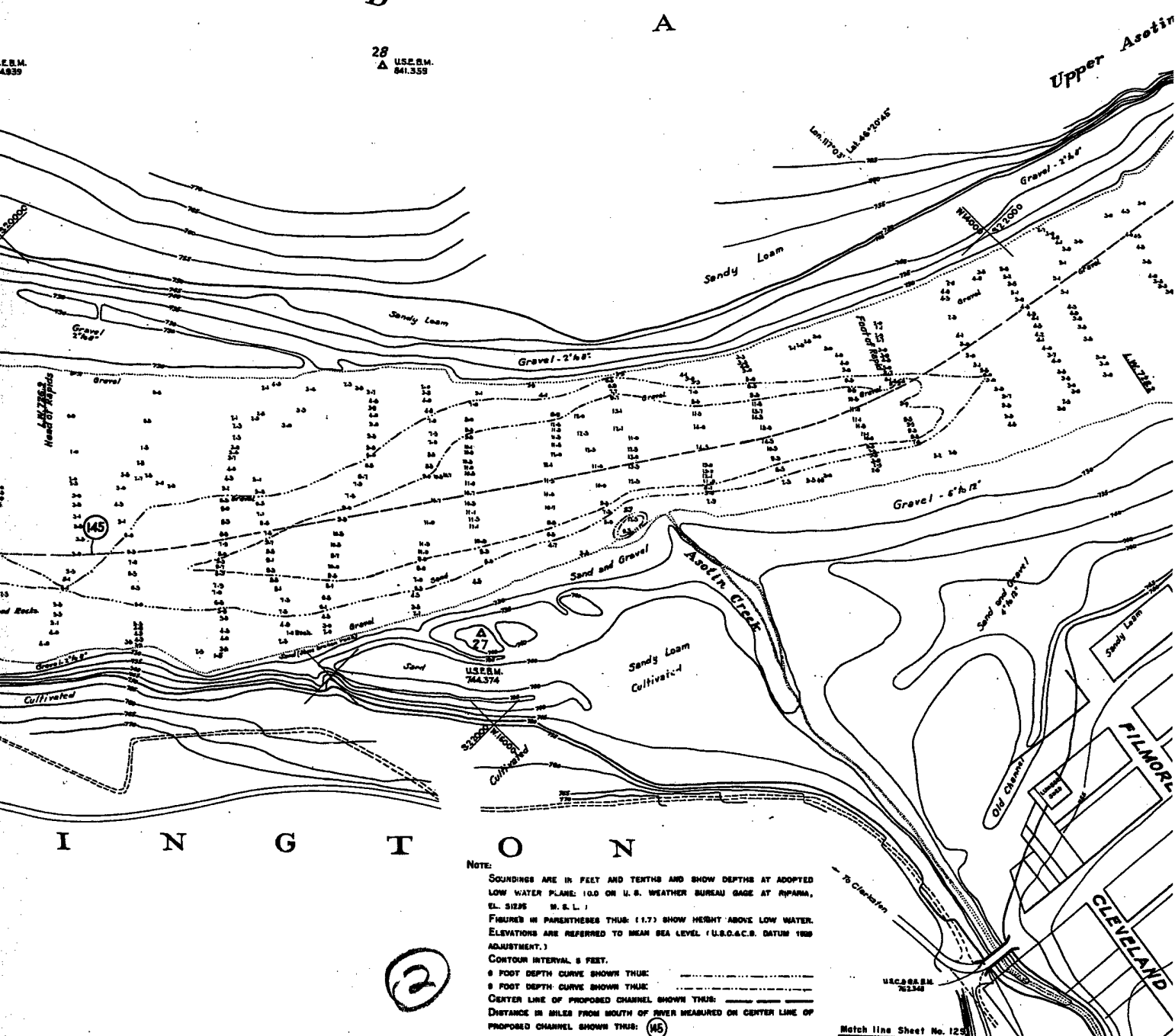
Drawn by J.M.B. N.E.F.

Transmitted with report dated June 10, 1935

SN-1-12/128

E.B.M.
44339

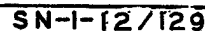
28
U.S.E.B.M.
441.359

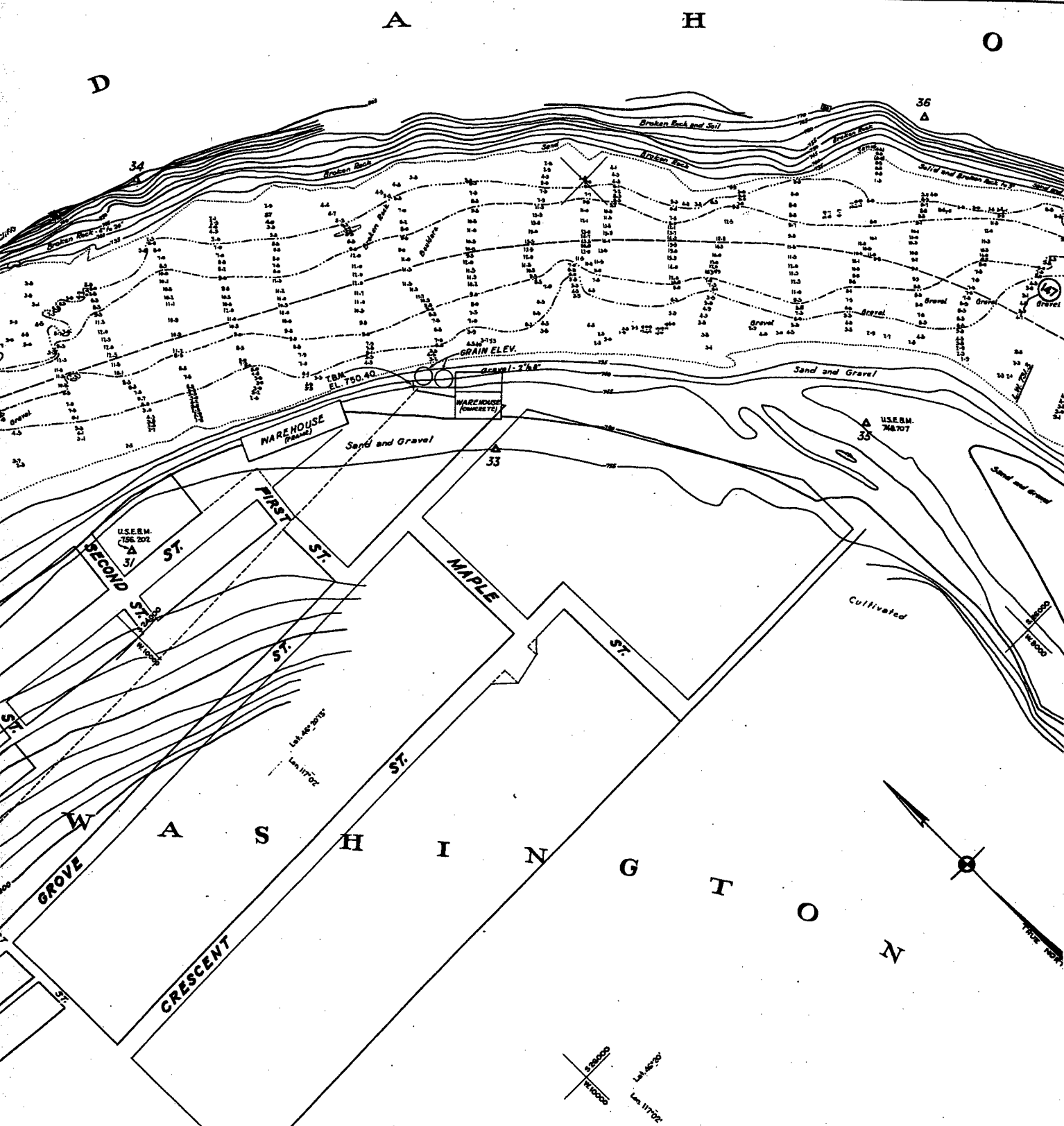


NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE 10.0 ON U.S. WEATHER BUREAU GAGE AT RYAN, EL. 512.5 M.S.L.
FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C. & G.S. DATUM 1929 ADJUSTMENT.)
CONTOUR INTERVAL, 5 FEET.
5 FOOT DEPTH CURVE SHOWN THUS: ————
5 FOOT DEPTH CURVE SHOWN THUS: ————
CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————
DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (1.5)

Match line Sheet No. 125
Sheet No. 129.1





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RIVARA, EL. 5255 M.S.L.

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1989 ADJUSTMENT.)

CONTOUR INTERVAL: 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (1.7)



NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U. S. WEATHER BUREAU GAGE AT RIPPANA, EL. 62.5 (M.S.L.).
 FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1929 ADJUSTMENT).
 CONTOUR INTERVAL 5 FEET.
 5 FOOT DEPTH CURVE SHOWN THUS: _____
 9 FOOT DEPTH CURVE SHOWN THUS: _____
 CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: _____
 DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (1.7)

SN-1-4/131
 H-9-2/130

Revised - Additional topography added May, 1956.

SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 130

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Allen L. Darr
 Associate Engineer

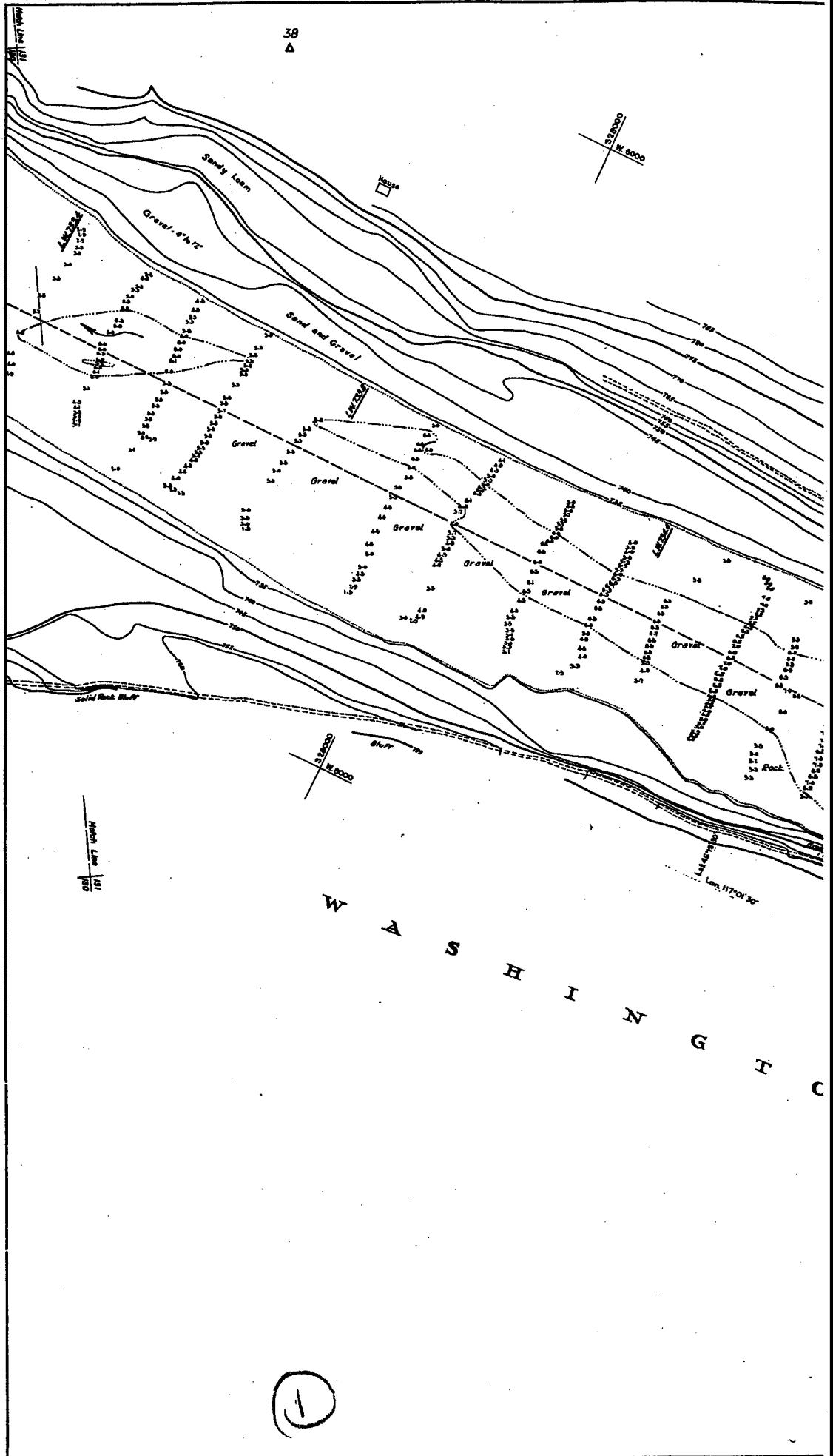
Approved:

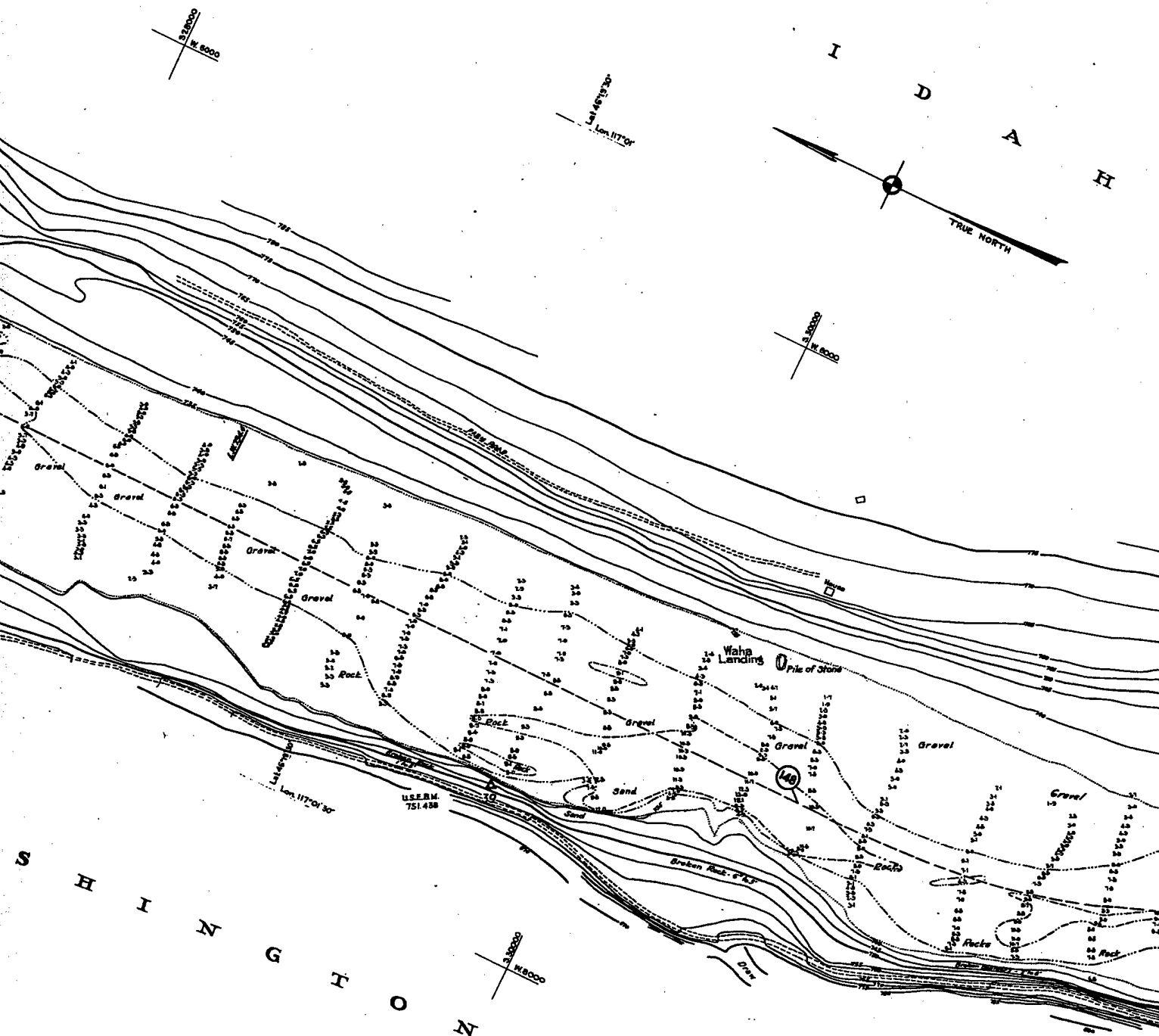
W. L. Williams
 Major, Corps of Engineers

Drawn by J.M.B. M.G.F.

Transmitted with report dated June 10, 1935

38
A





NOTE:

SOUNDINGS ARE IN FEET AND TENTHS AND SHOW DEPTHS AT ADOPTED LOW WATER PLANE: 10.0 ON U.S. WEATHER BUREAU GAGE AT RICHMOND, EL. 9225 M. S. L.)

FIGURES IN PARENTHESES THUS: (1.7) SHOW HEIGHT ABOVE LOW WATER. ELEVATIONS ARE REFERRED TO MEAN SEA LEVEL (U.S.C.G.S. DATUM 1985 ADJUSTMENT.)

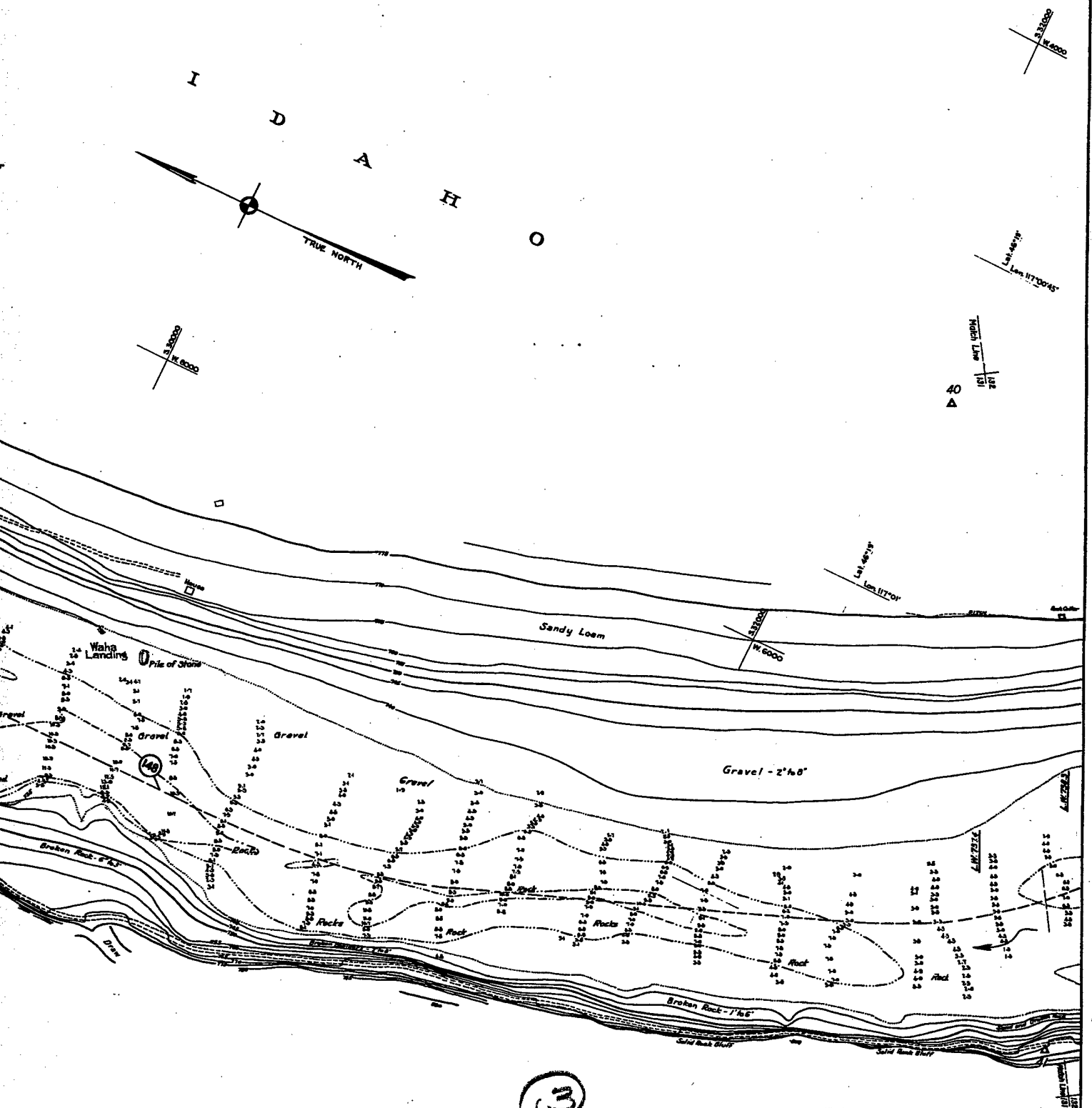
CONTOUR INTERVAL 5 FEET.

5 FOOT DEPTH CURVE SHOWN THUS: ————

5 FOOT DEPTH CURVE SHOWN THUS: ————

CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: ————

DISTANCE IN MILES FROM MOUTH OF RIVER MEASURED ON CENTER LINE OF PROPOSED CHANNEL SHOWN THUS: (149)



3 **SNAKE RIVER, WASHINGTON - IDAHO MOUTH TO OREGON - WASHINGTON LINE REVIEW REPORT**

IN 154 SHEETS SCALE 1:2,000 SHEET NO. 131

U. S. ENGINEER OFFICE, PORTLAND, OREGON, 1934.

Submitted:

Approved:

Allen L. Starr
Associate Engineer

John D. Williams
Major, Corps of Engineers

Drawn by JMB. N.G.F.

Transmitted with report dated June 10, 1935

SN-1-4/132
H-9-2/131

SN-1-12/131

Annex B

PRE- AND POST-DAM COMPARISON DISPLAYS

PROJECT	FIGURE NUMBER	PLATE NAME
Ice Harbor	1	3 Island & Levey Park Area
	2	19 Mile & Fish Hook Park Area
	3	Couch Island Area
	4	The Narrows Area
	5	Sheffler Area
	6	Windust Park Area
Lower Monumental	7	Monumental Rock Area
	8	Skookum Area
	9	Ayer Area
	10	55 Mile Area
	11	Lyons Ferry Area
	12	Tucannon River Confluence Area
	13	Riparia Area
Little Goose	14	Little Goose Dam Area
	15	Goose Island Area
	16	New York Bar Area
	17	Willow Bar Area
	18	Penawawa Area
	19	Shultz Bar Area
	20	Atwood Area
	21	Almota Area
Lower Granite	22	Lower Granite Dam Area



1958 aerial photography of 3 Island and Levey F

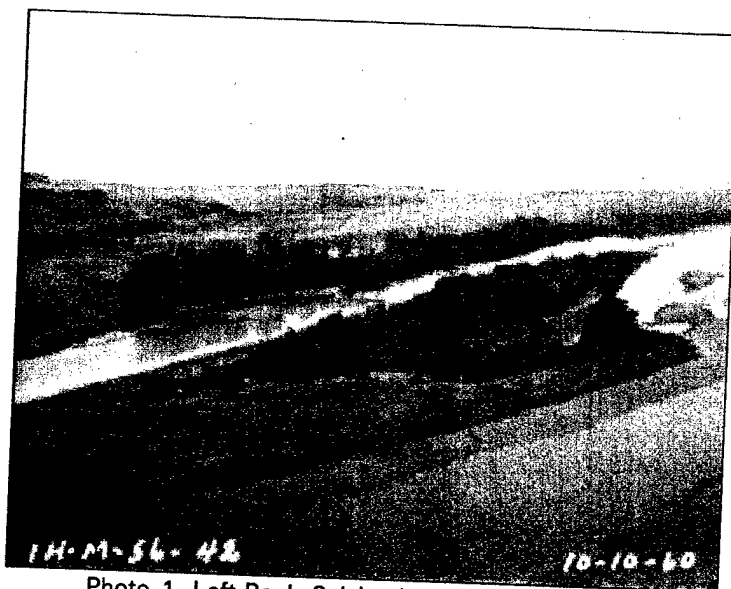


Photo 1. Left Bank, 3 Island area, 1958 oblique.

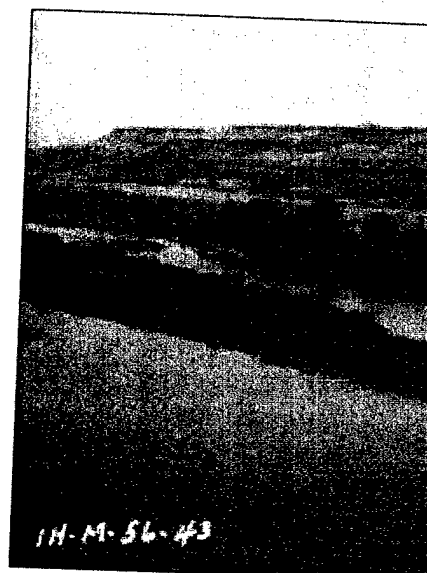


Photo 2. Left Bank, 3 Island ar

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



nd and Levey Park area.



1991 aerial photography of 3 Island

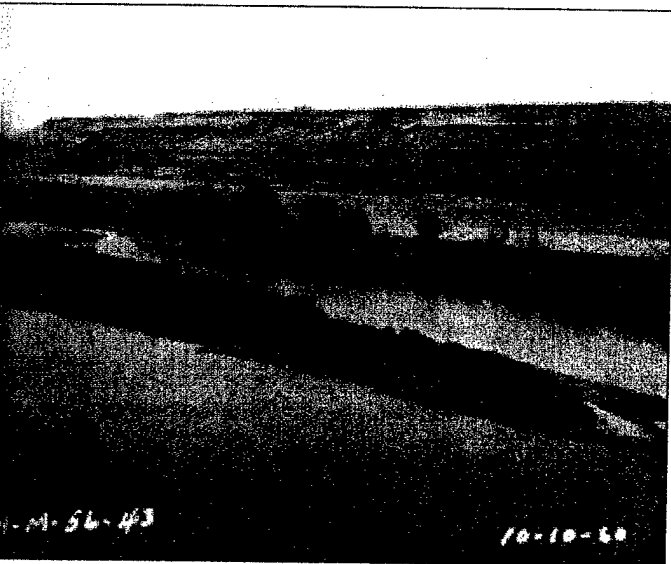


Photo 2. Left Bank, 3 Island area, 1958 oblique.

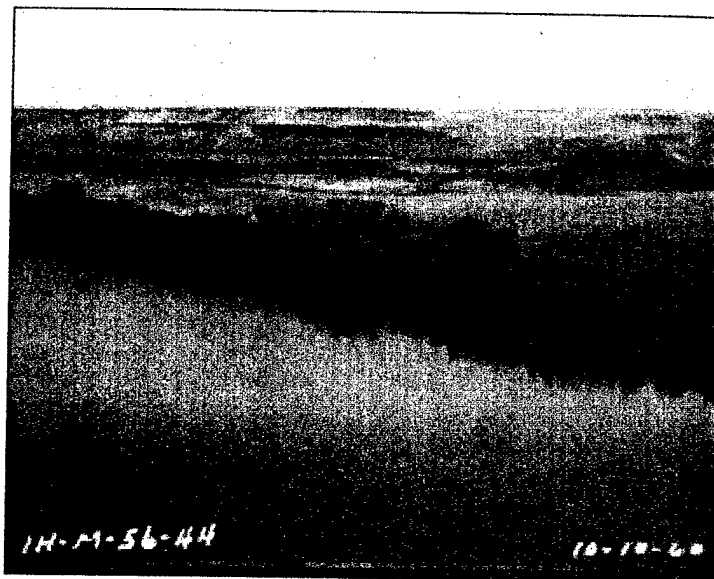
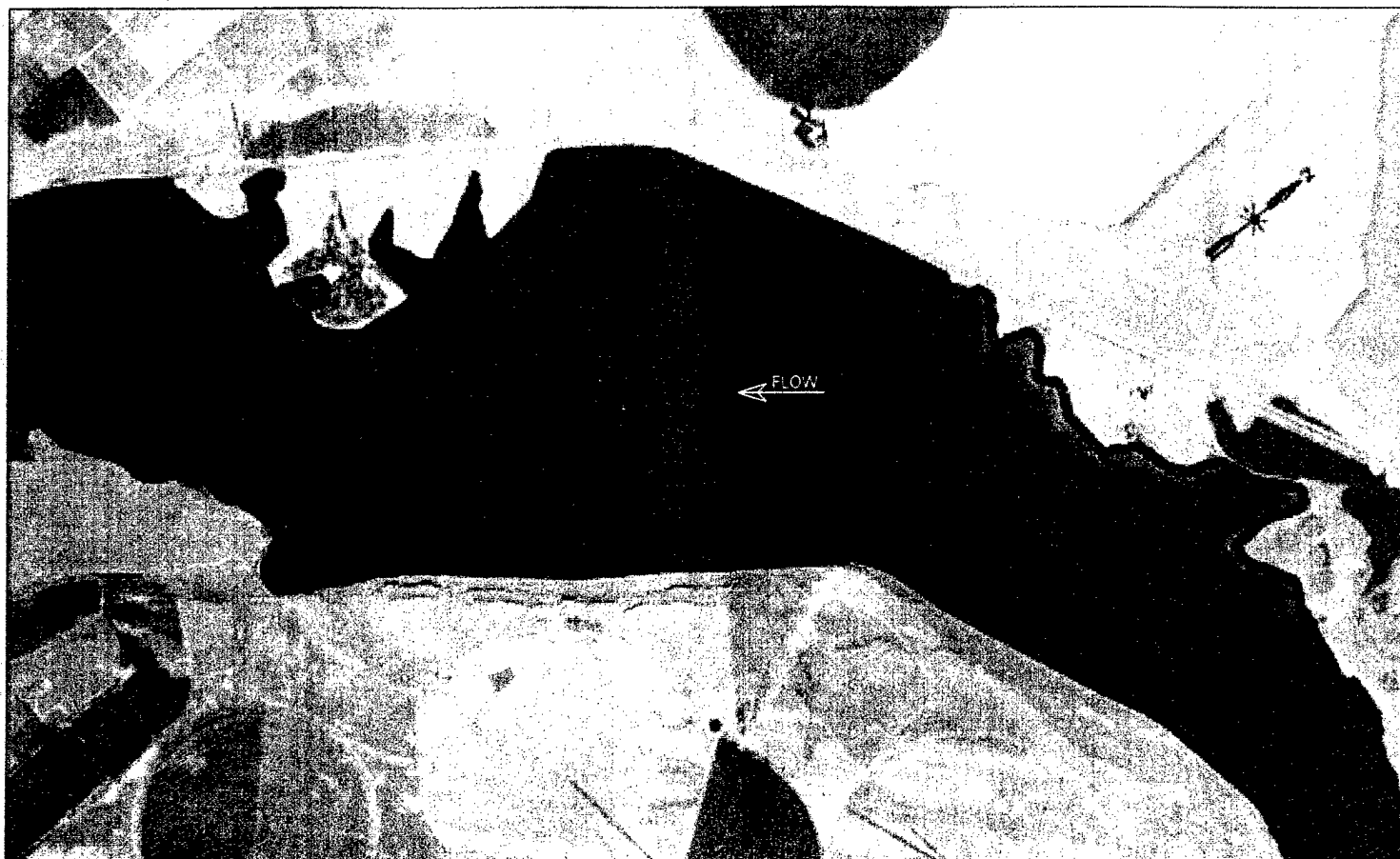


Photo 3. Left Bank, 3 Island area, 1958 oblique.



(2)



1991 aerial photograph of 3 Island and Levey Park area.

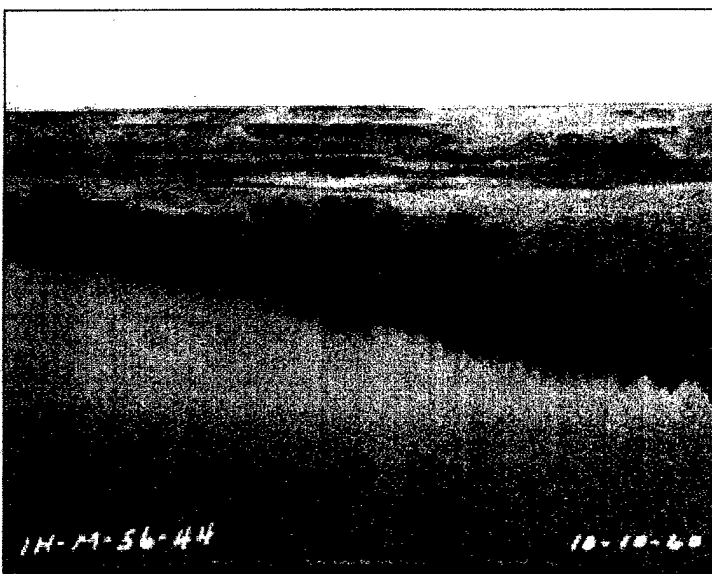
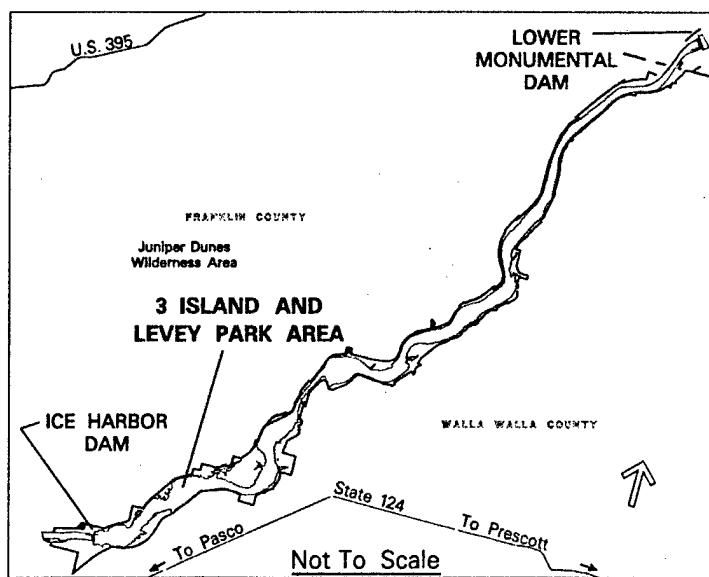


Photo 3. Left Bank, 3 Island area, 1958 oblique.



g:\lowersnake\isr\plates\ismels\predamappndx\3island.dgn:GIS FILE 29-DEC-2000 12:23: PLOTTED

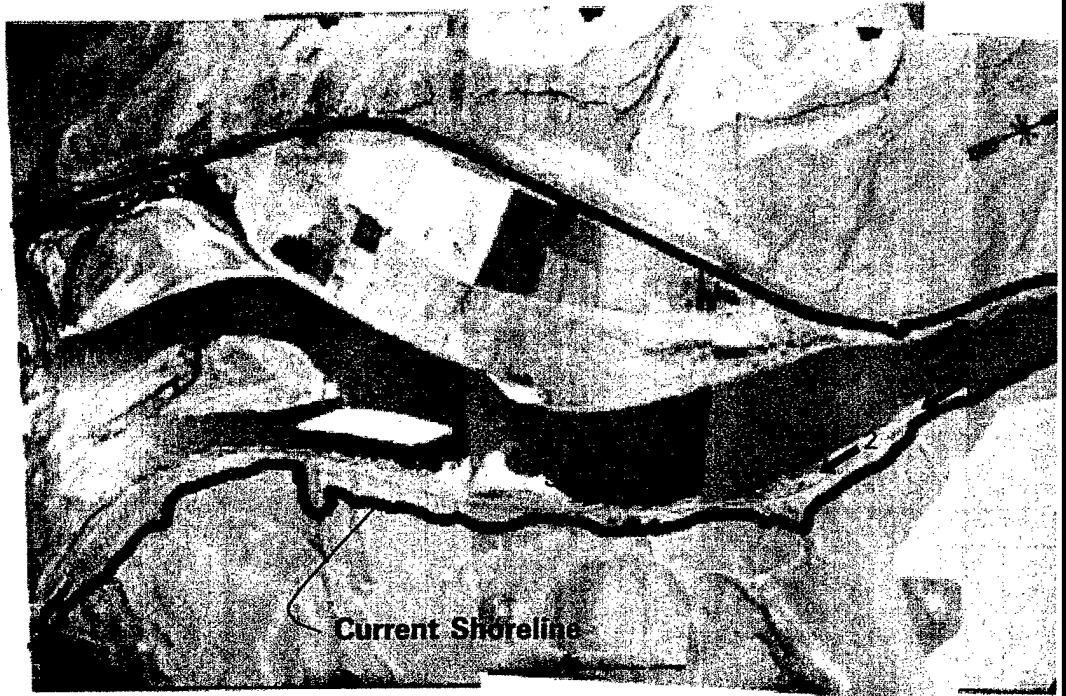


LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

Figure 1.

**3 ISLAND &
LEVEY PARK AREA**

(3)



1958 aerial photography of 19 Mile and Fish Ho

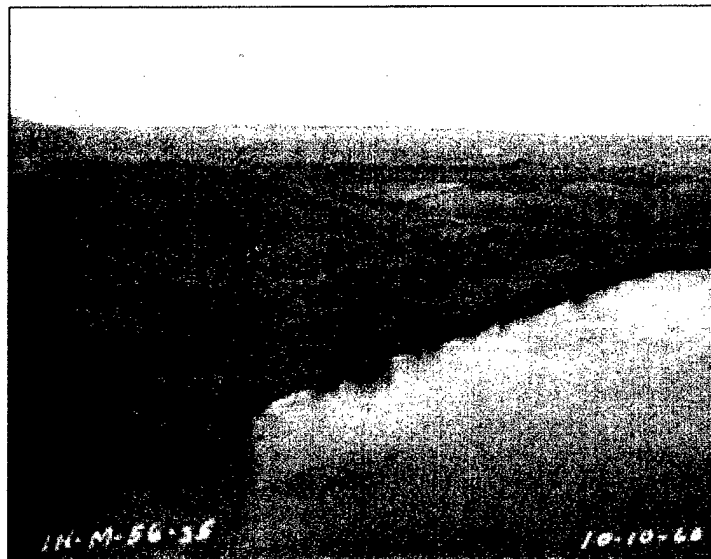


Photo 1. Left Bank, 19 Mile area, 1958 oblique.

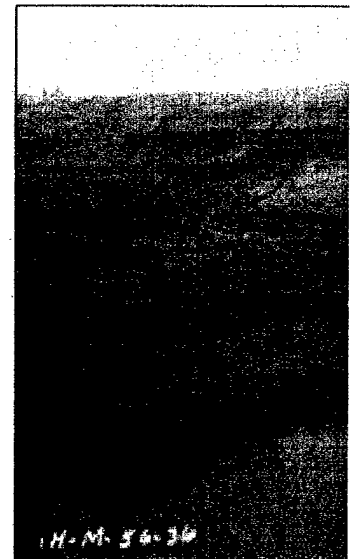


Photo 2. Left Bank, 19

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



ile and Fish Hook Park area.



1991 aerial photography of 19 M

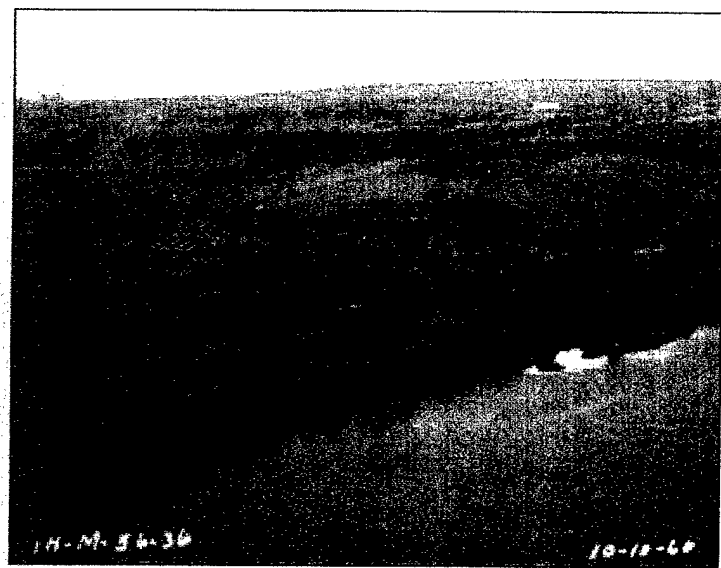


Photo 2. Left Bank, 19 Mile area, 1958 oblique.

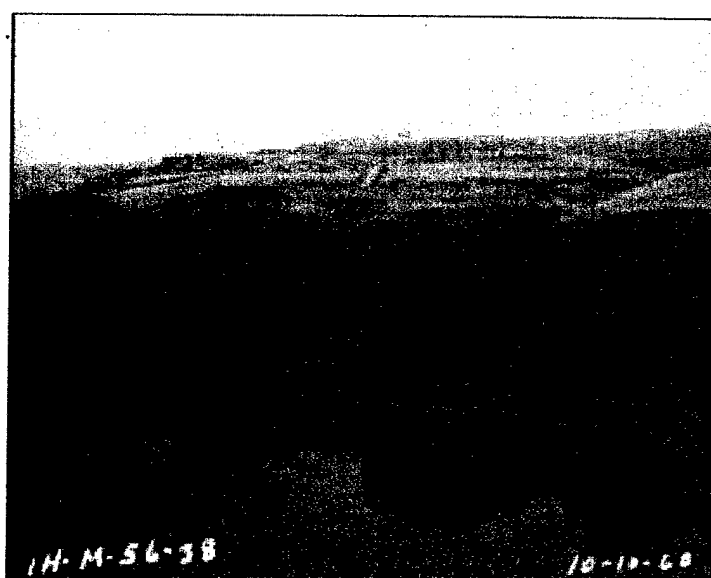
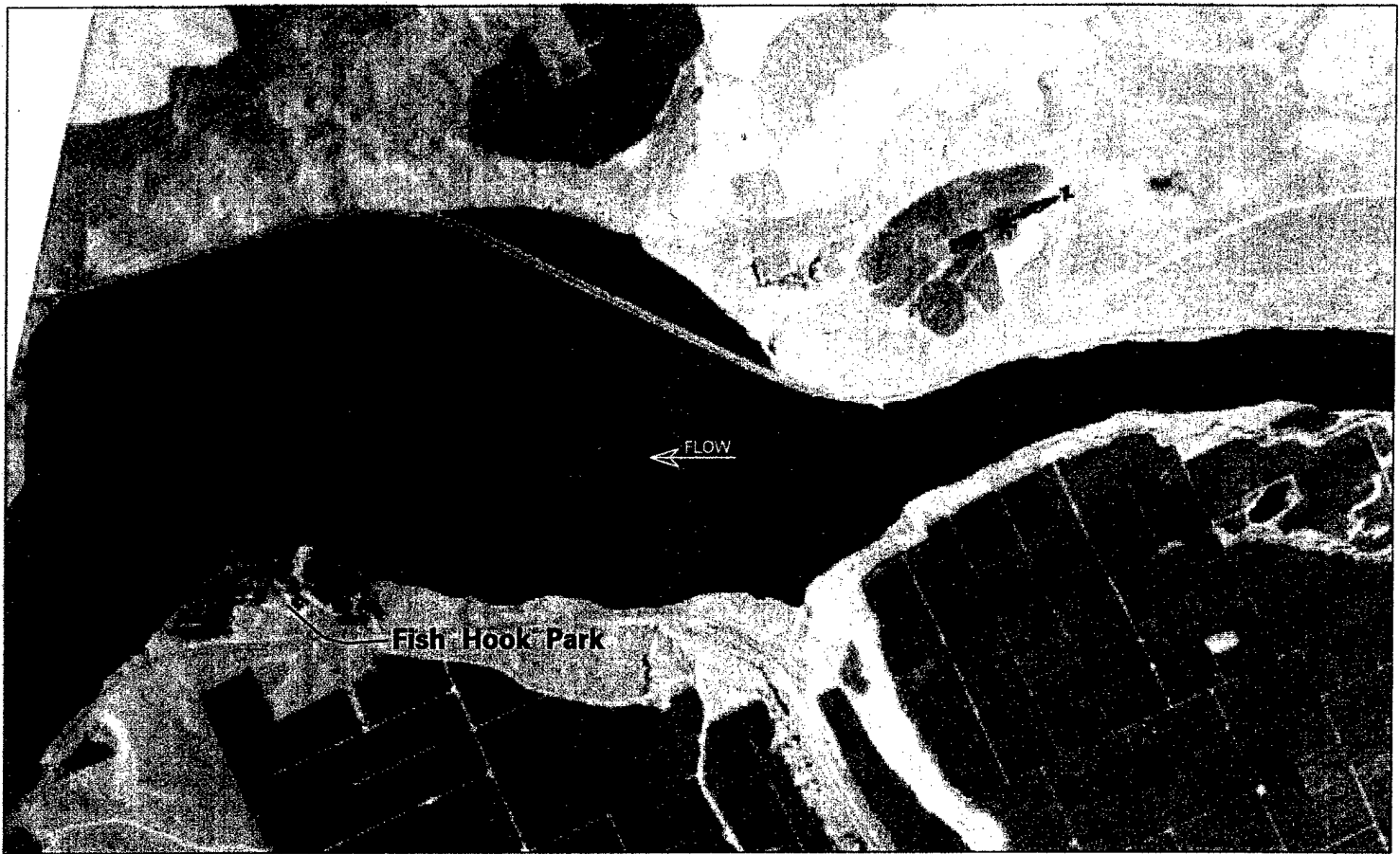


Photo 3. Left Bank, 19 Mile area, 1958 oblique.

2



1991 aerial photograph of 19 Mile and Fish Hook Park area.

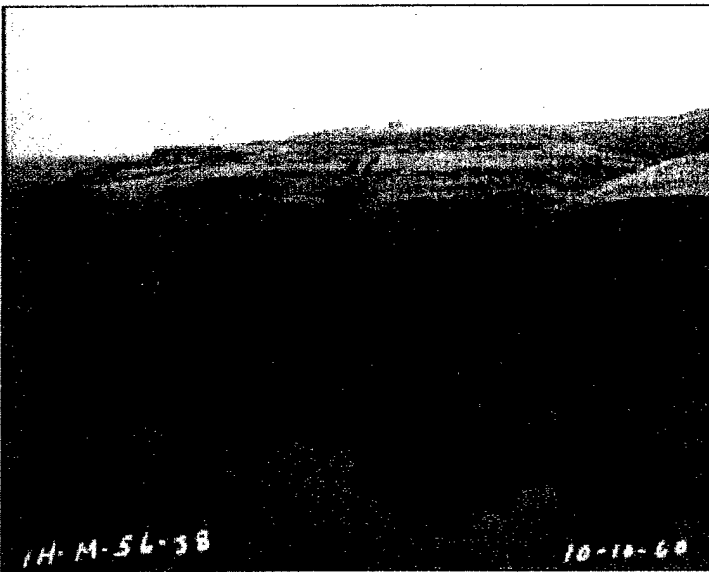
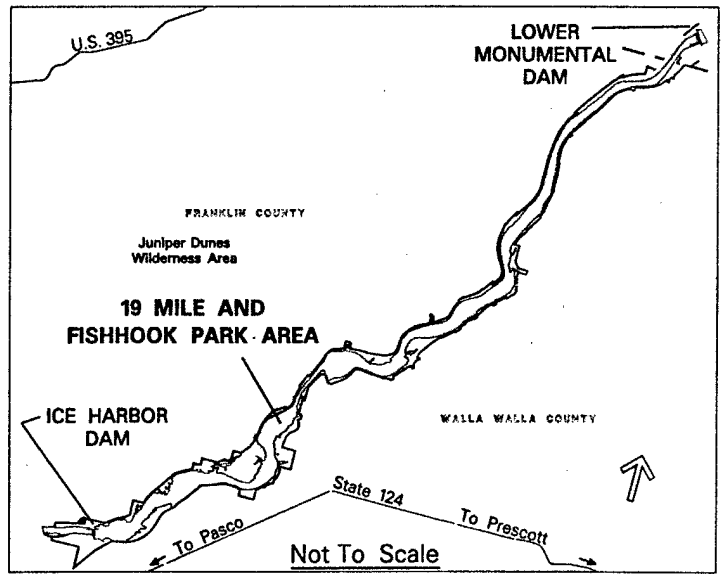
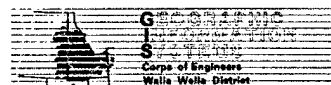


Photo 3. Left Bank, 19 Mile area, 1958 oblique.



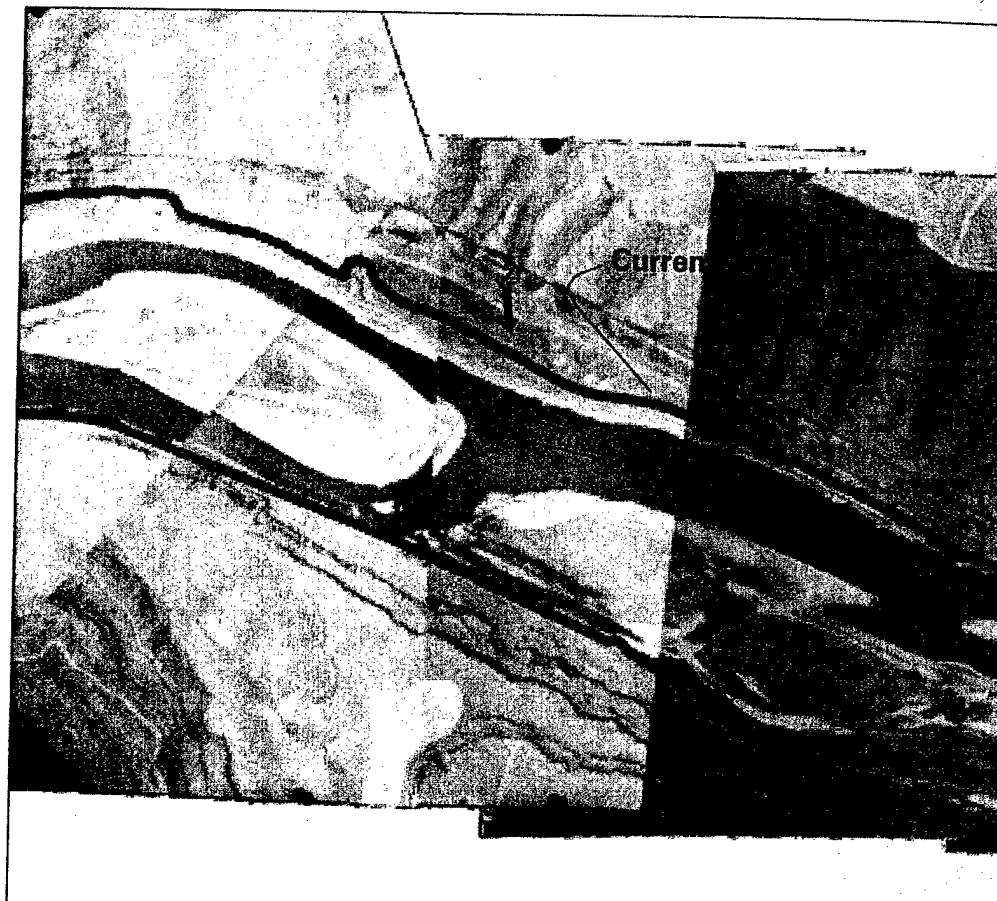
g:\lowersnake\lsr\plates\jrmelo\predamap\pdx\19mile.dgn:GIS FILE 29-DEC-2000 12:29:PLOTTED



LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

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Figure 2. 19 MILE & FISH HOOK PARK AREA



1958 aerial photograph of Couch Is

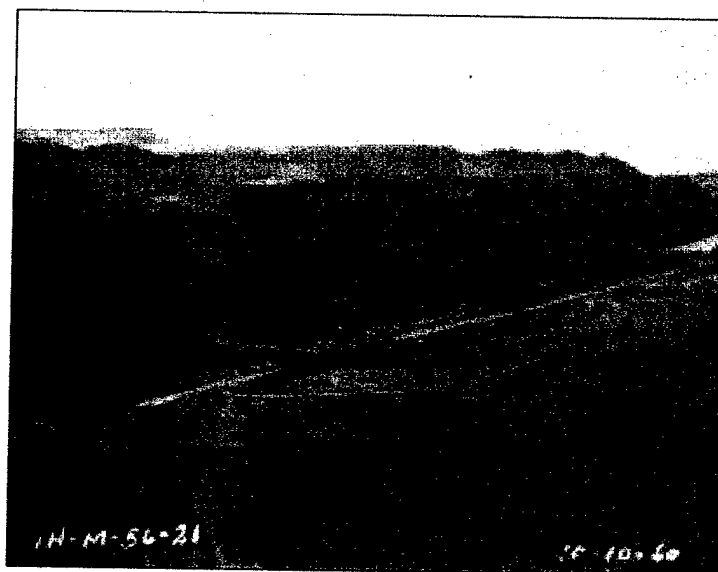


Photo 1. Left Bank, Couch Island area, 1958 oblique.

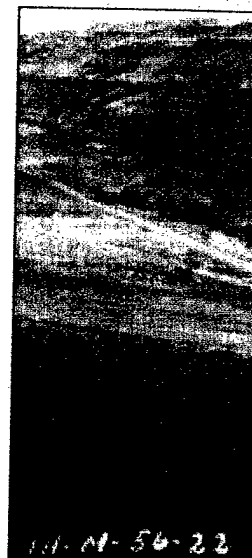


Photo 2. Left Bank

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.

(1)



of Couch Island area.



1991 aerial photography

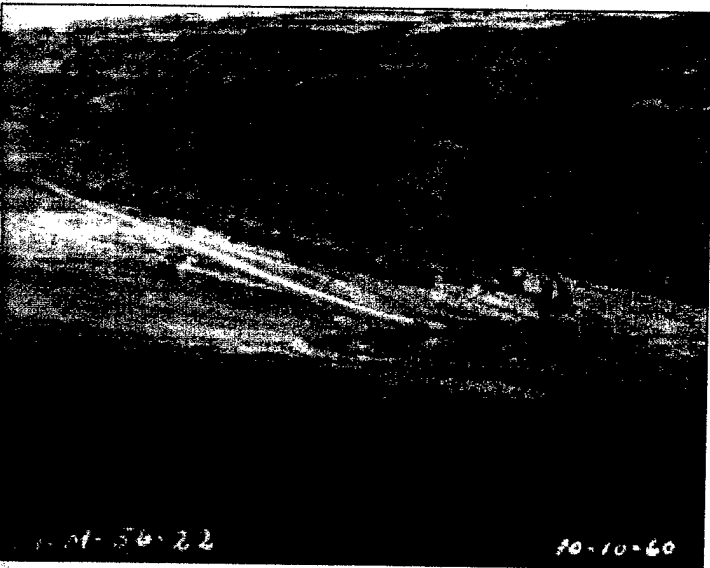
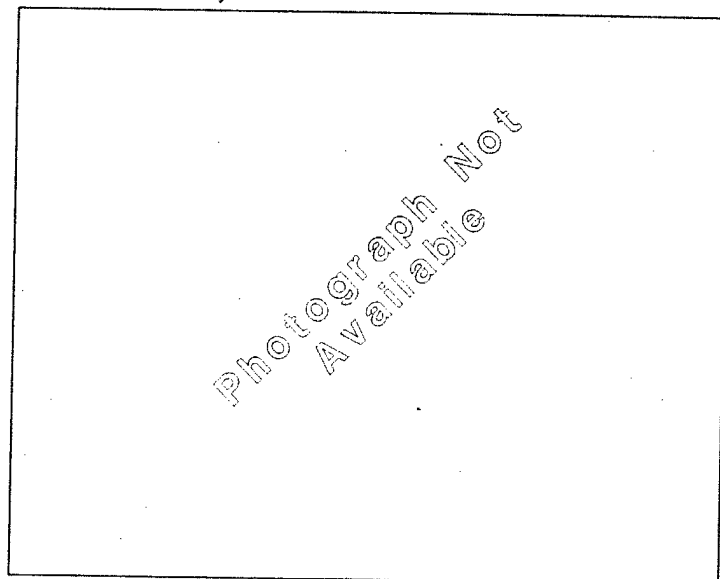
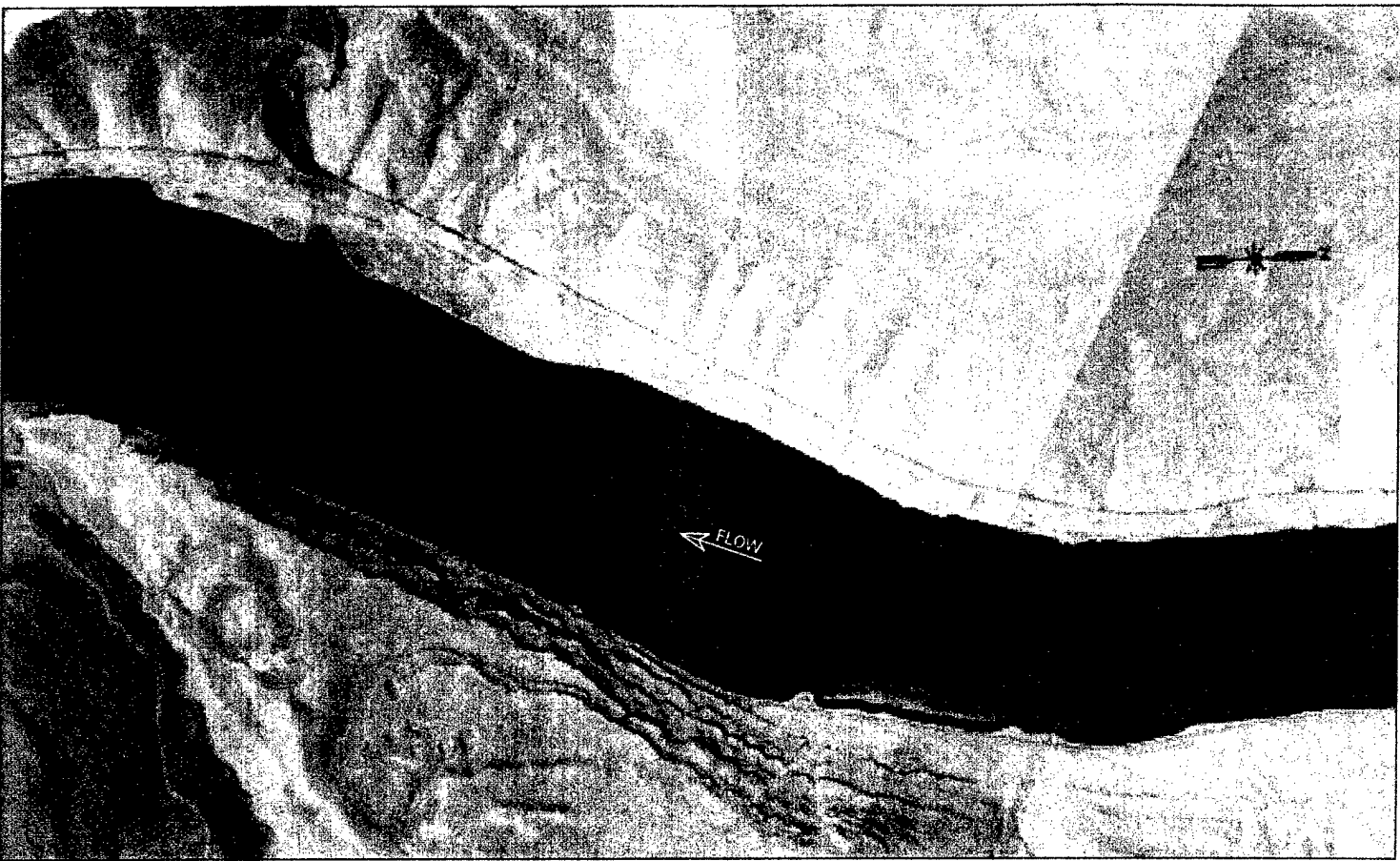


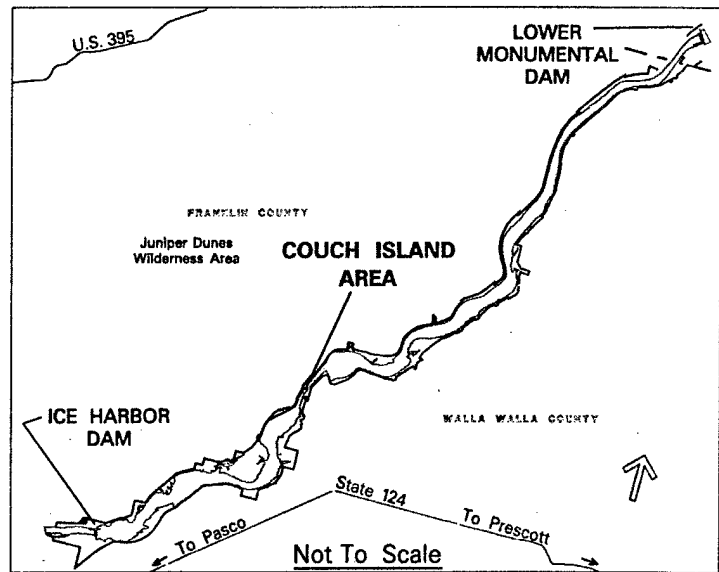
Photo 2. Left Bank, Couch Island area, 1958 oblique.



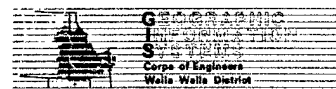


1991 aerial photograph of Couch Island area.

Photograph Not Available



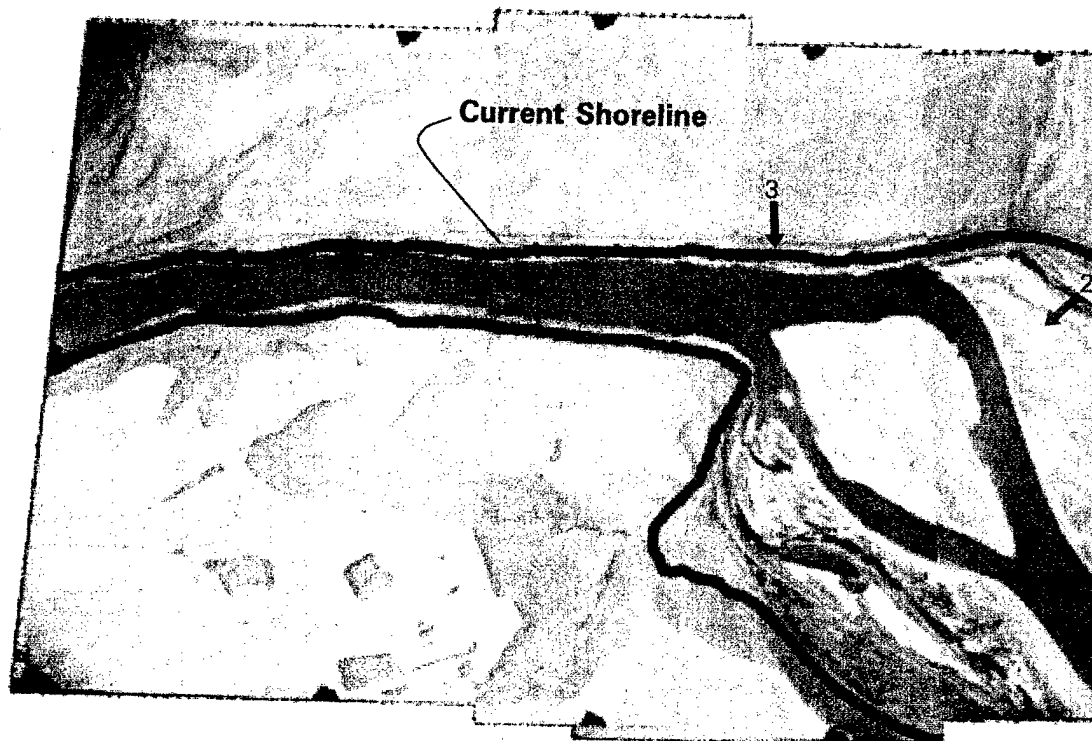
g:\lowersnake\lsr\plates\jsma\predamappndx\couch.dgn:GIS FILE 29-DEC-2000 12:45: PLOTTED



LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

3

Figure 3.
**COUCH
ISLAND AREA**



1958 aerial photograph of The Narrows area

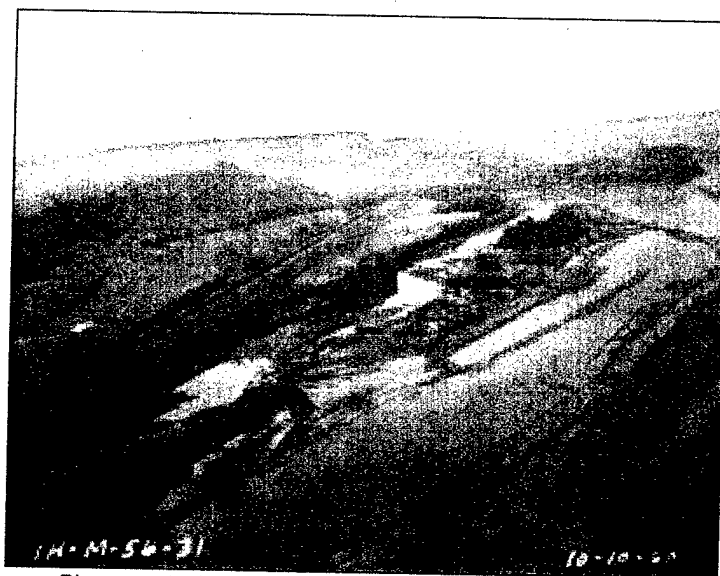


Photo 1. Left Bank, The Narrows area, 1958 oblique.

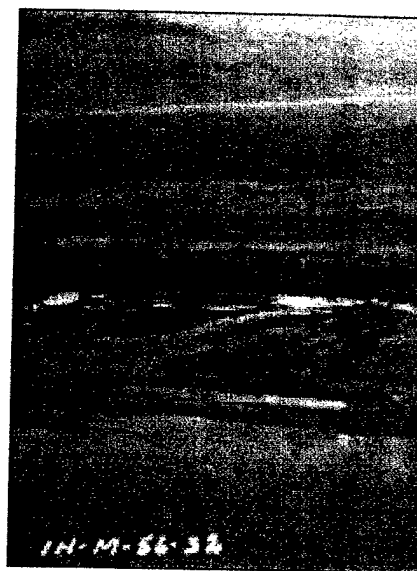


Photo 2. Left Bank, The Narrows area, 1958 oblique.

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



the Narrows area.



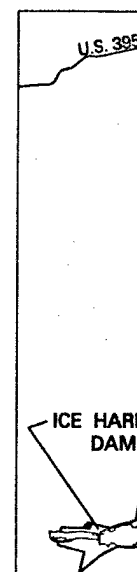
1991 aerial photograph of Th



Photo 2. Left Bank, The Narrows area, 1958 oblique.



Photo 3. Left Bank, The Narrows area, 1958 oblique.

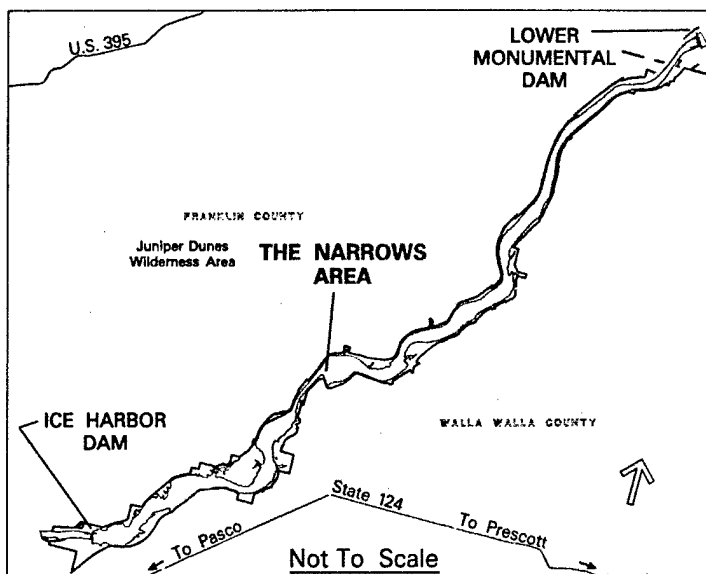




1991 aerial photograph of The Narrows area.



Photo 3. Left Bank, The Narrows area, 1958 oblique.



g:\lowersnake\lar\plates\jamals\predam\ppndx\narrows.dgn:GIS FILE 29-DEC-2000 13:08: PLOTTED



LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

Figure 4.

**THE NARROWS
AREA**

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1958 aerial photograph of Sh

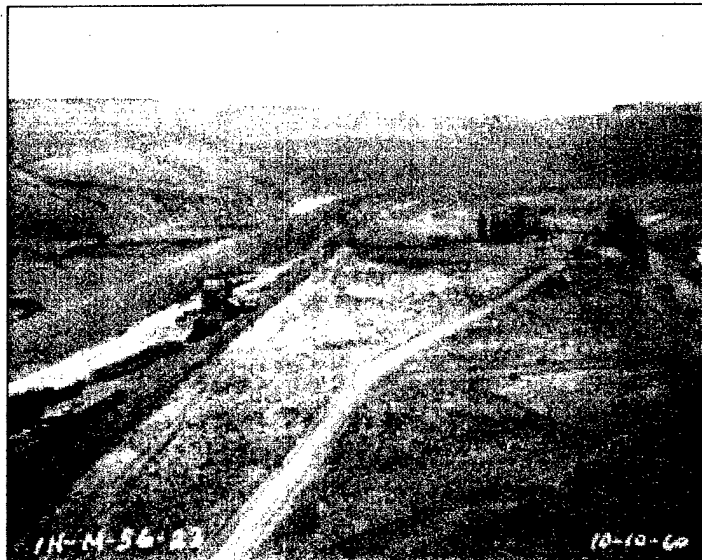


Photo 1. Left Bank, Sheffler area, 1958 oblique.

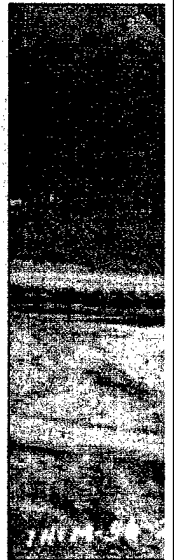


Photo :

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.

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ny of Sheffler area.



1991 aerial photograph

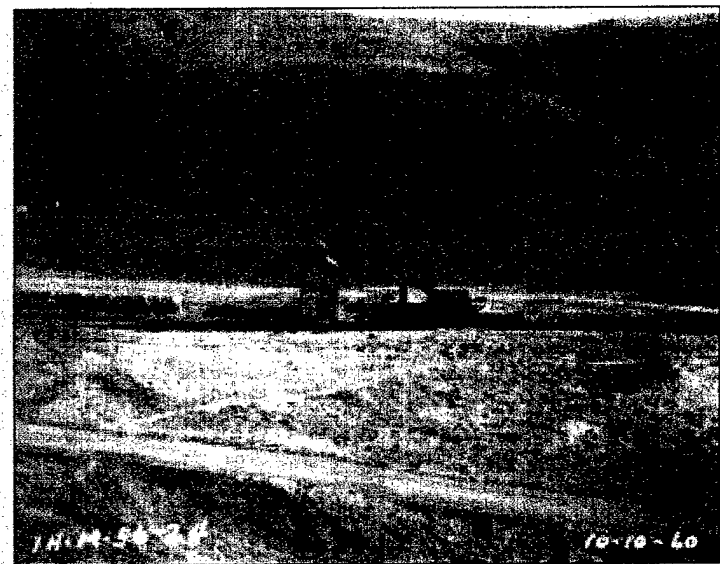


Photo 2. Left Bank, Sheffler area, 1958 oblique.

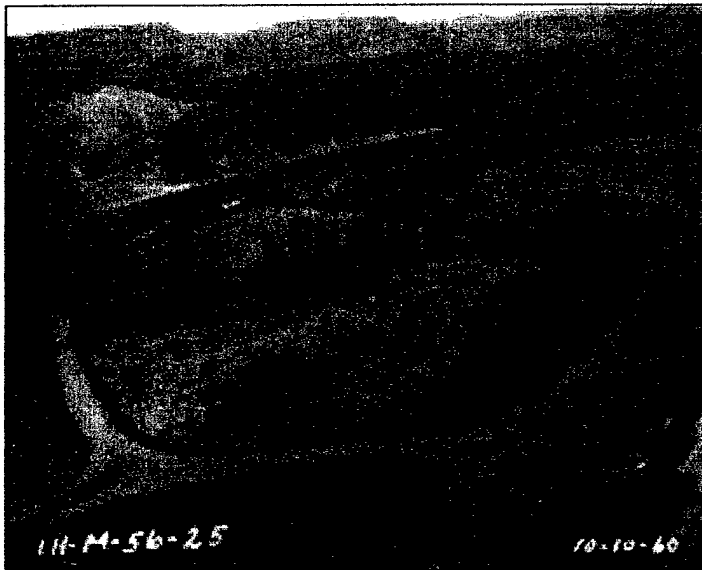
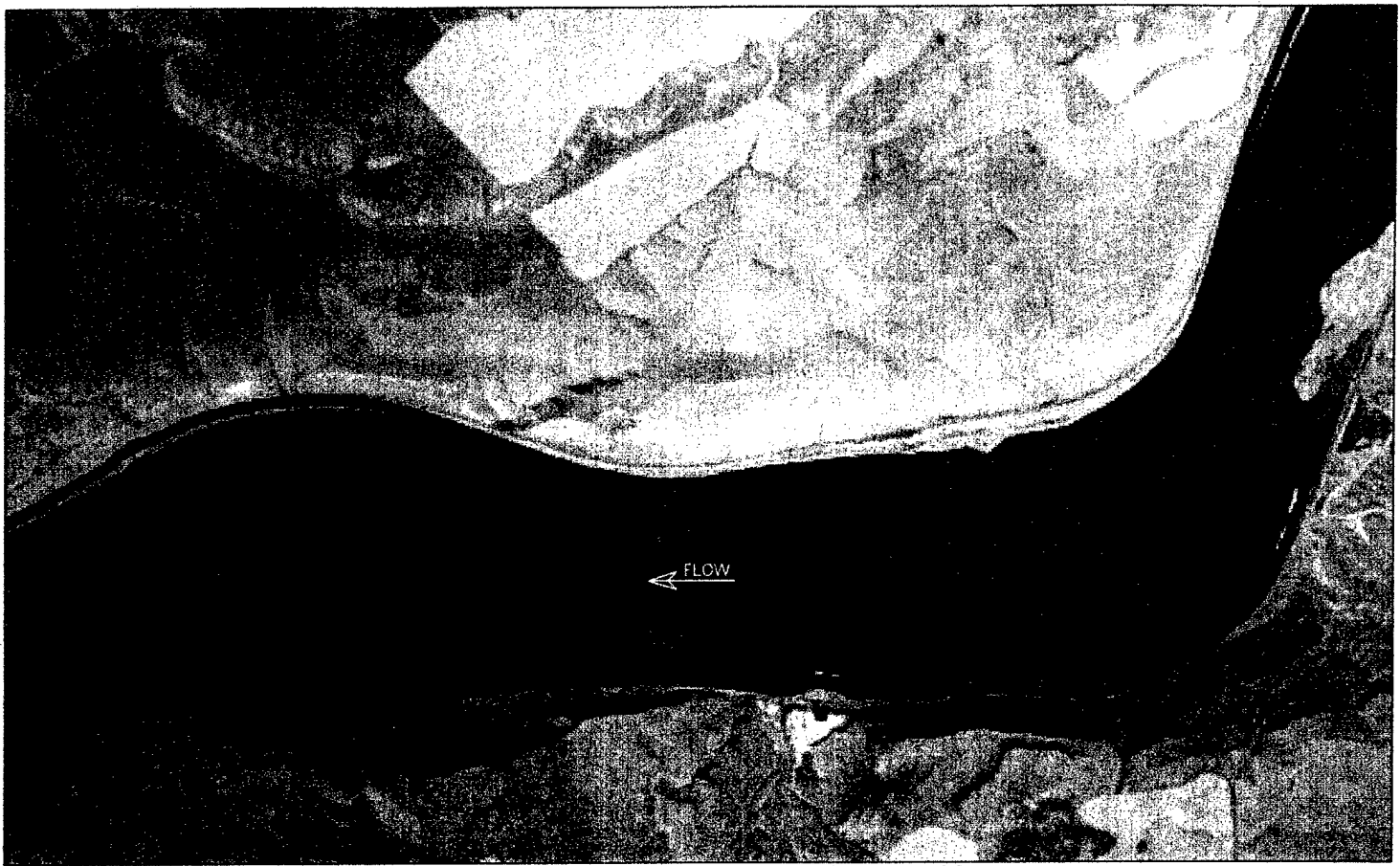


Photo 3. Left Bank, Sheffler area, 1958 oblique.

2



1991 aerial photograph of Sheffler area.

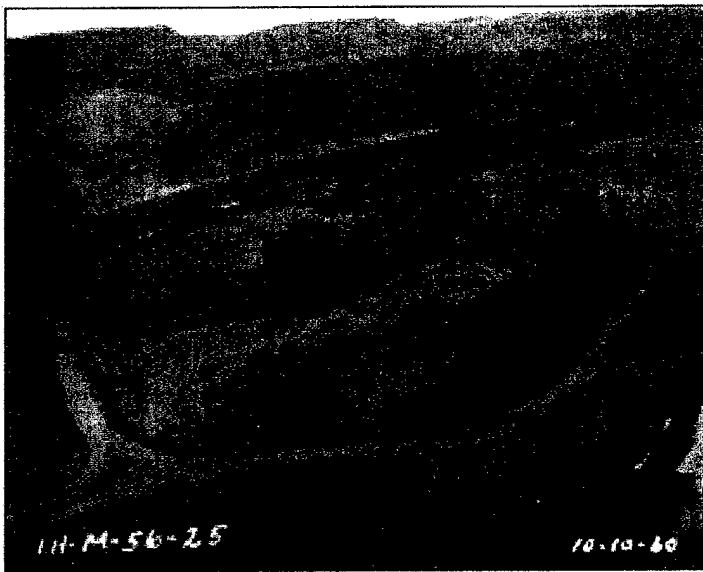
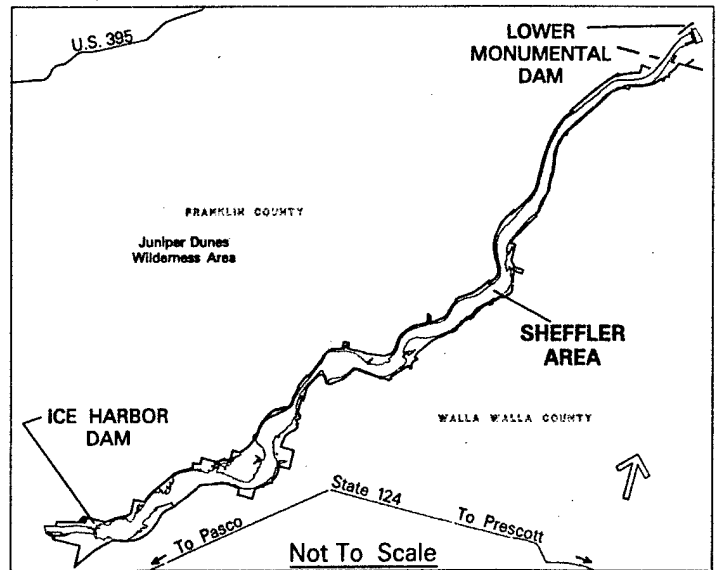


Photo 3. Left Bank, Sheffler area, 1958 oblique.



g:\lowerSnake\far\plates\jameis\predamappndx\sheffler.dgn:GIS FILE 29-DEC-2000 13:15: PLOTTED



LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

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Figure 5.
**SHEFFLER
AREA**



1958 aerial photography of Windust Park

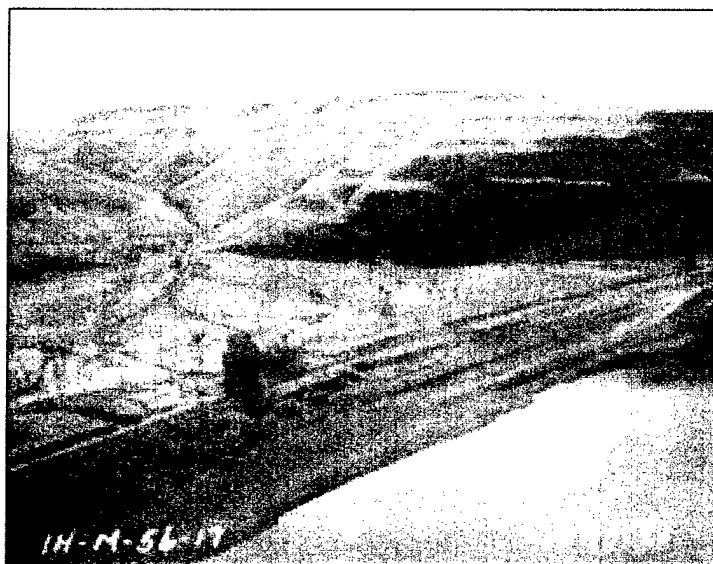


Photo 1. Left Bank, Windust Park area, 1958 oblique.



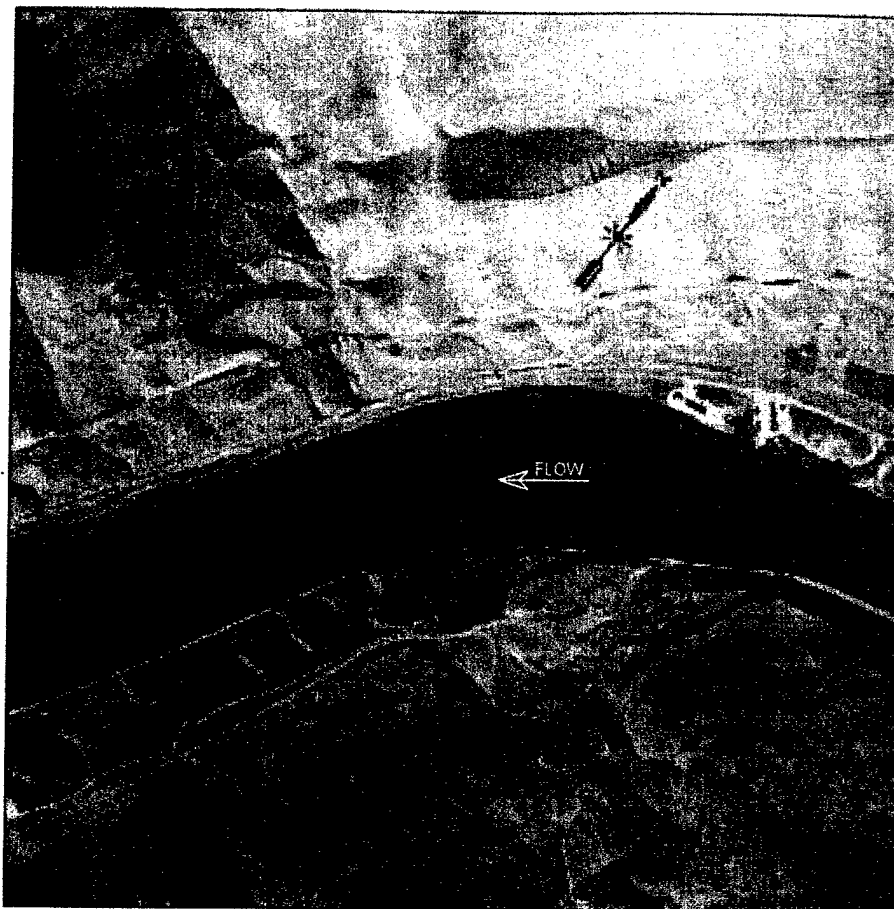
Photo 2. Left Bank, Windust Park area, 1958 oblique.

NOTES:

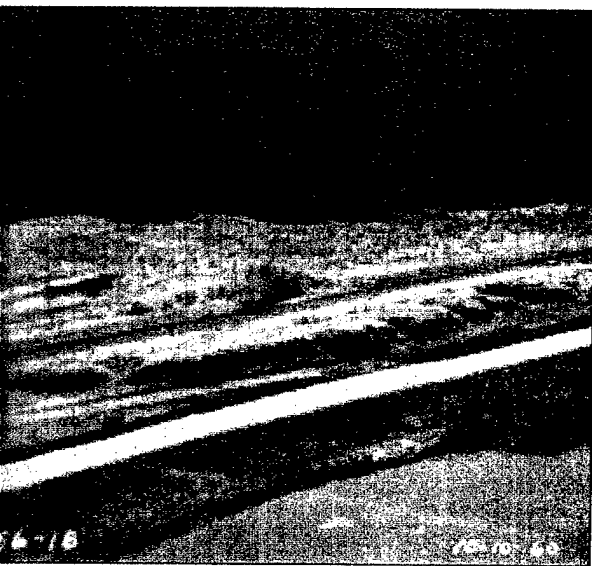
1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



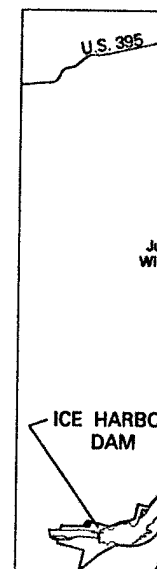
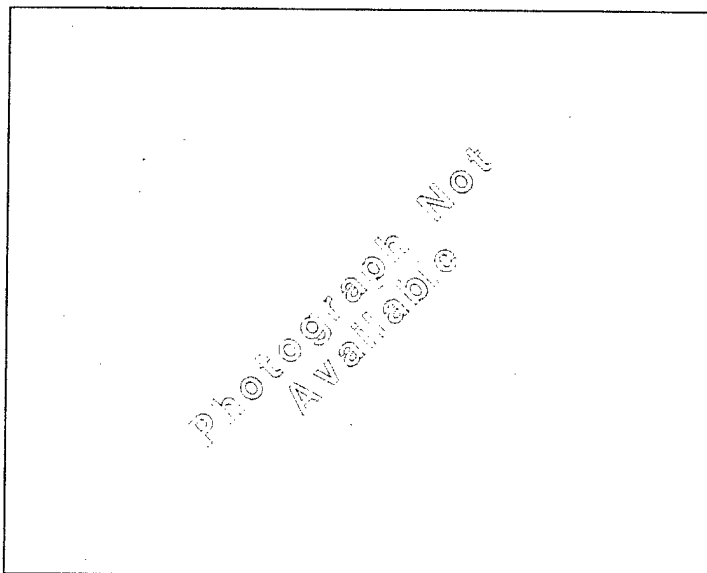
Windust Park area.

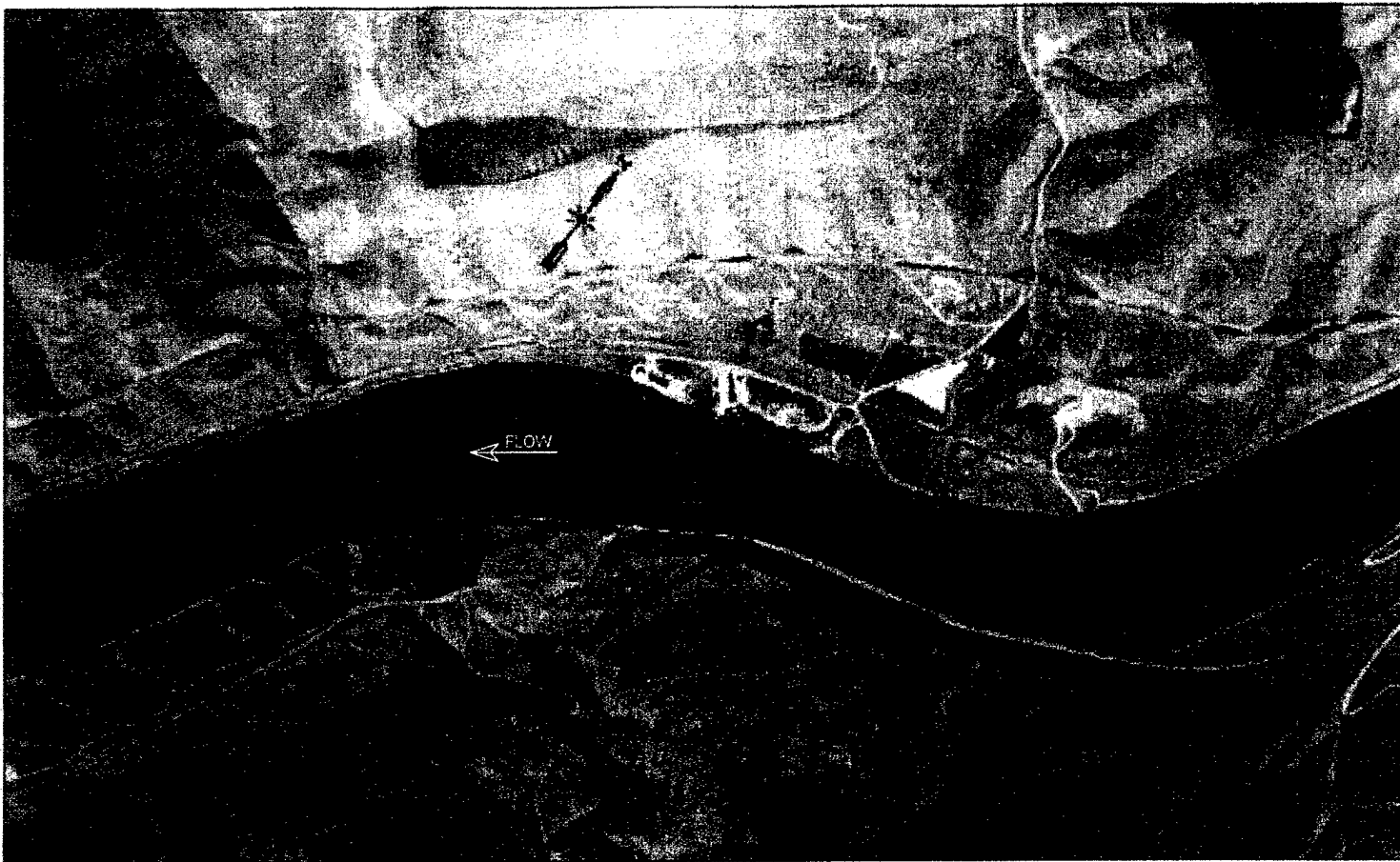


1991 aerial photograph of Wi

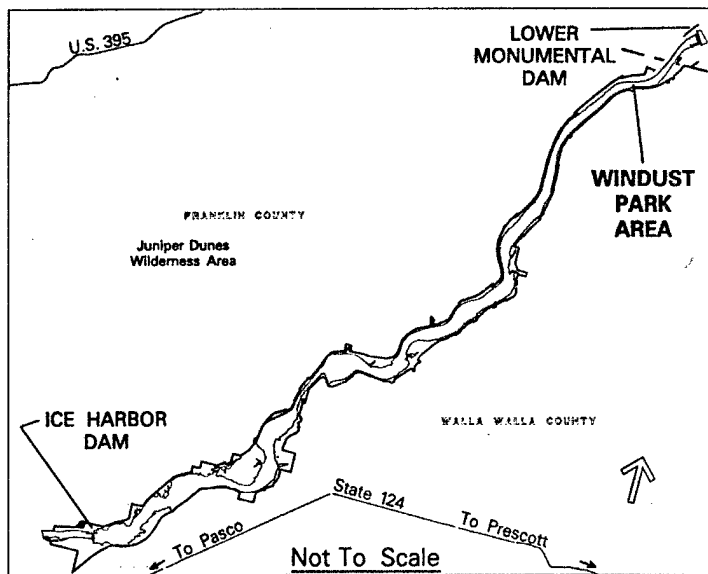
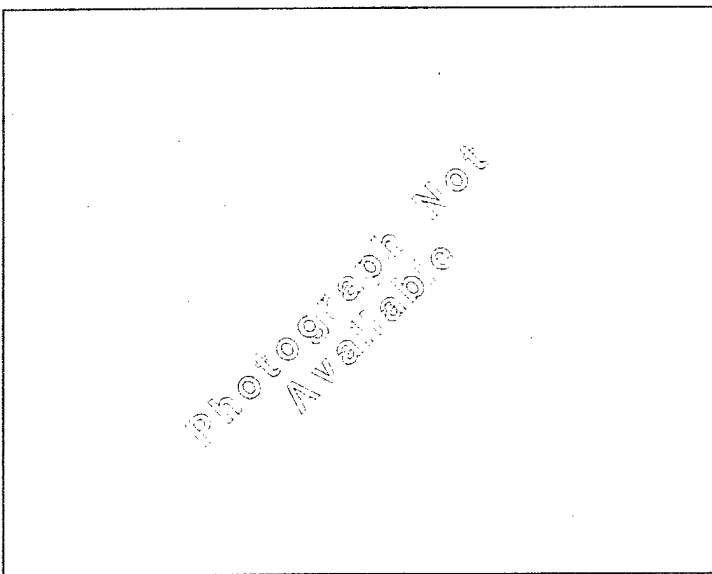


2. Left Bank, Windust Park area, 1958 oblique.





1991 aerial photograph of Windust Park area.



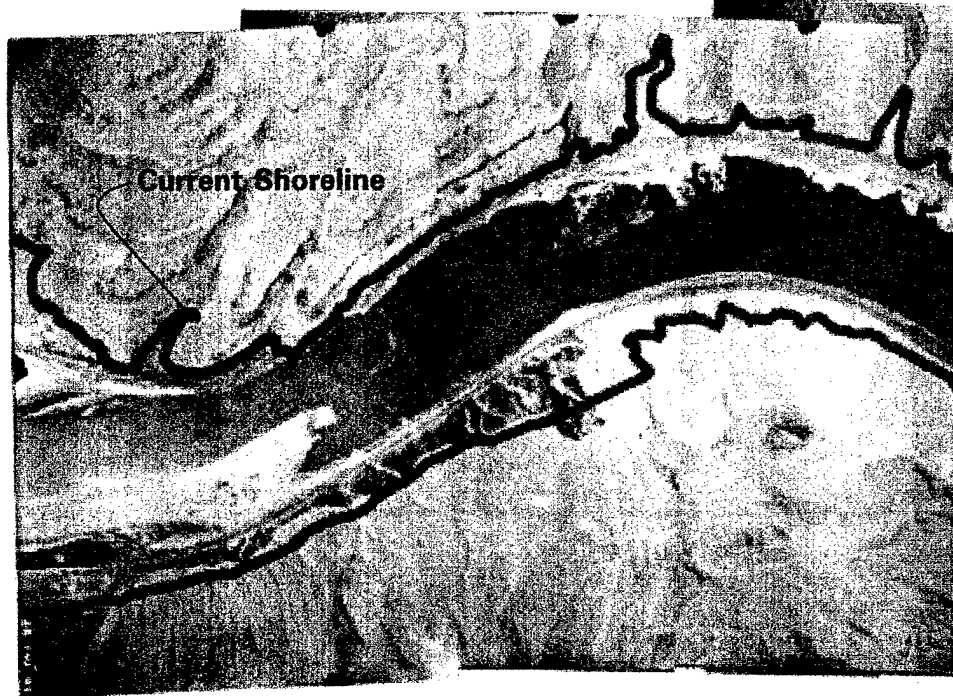
g:\lowersnake\lrs\plates\smels\predamappndx\windust.dgn:GIS FILE 29-DEC-2000 13:21: PLOTTED



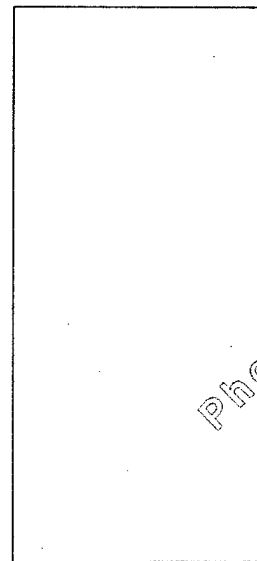
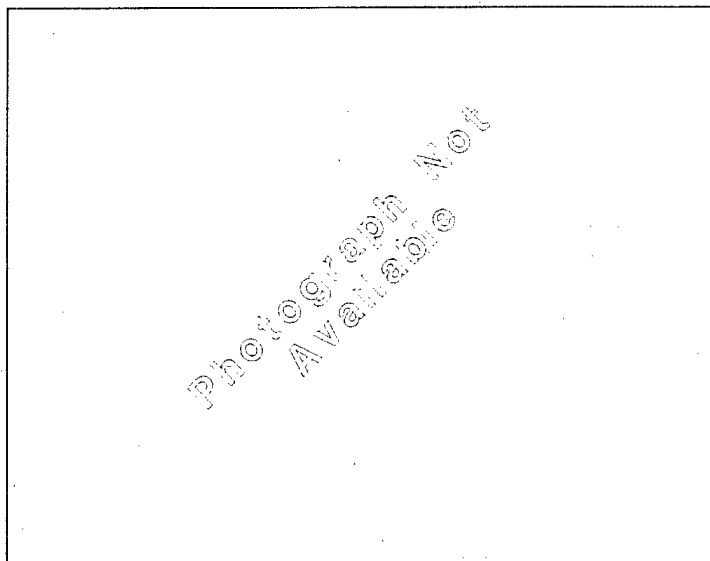
LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

3

Figure 6.
**WINDUST
PARK AREA**



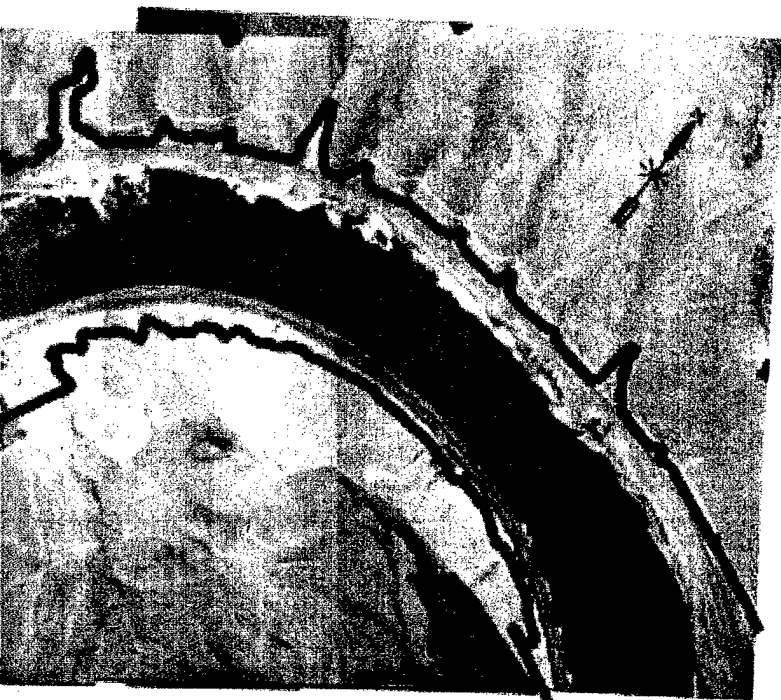
1958 aerial photograph of Monumenta



NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.

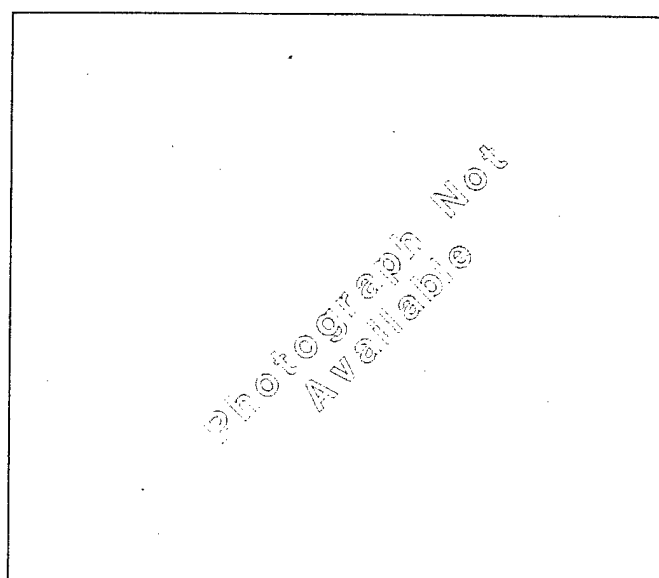
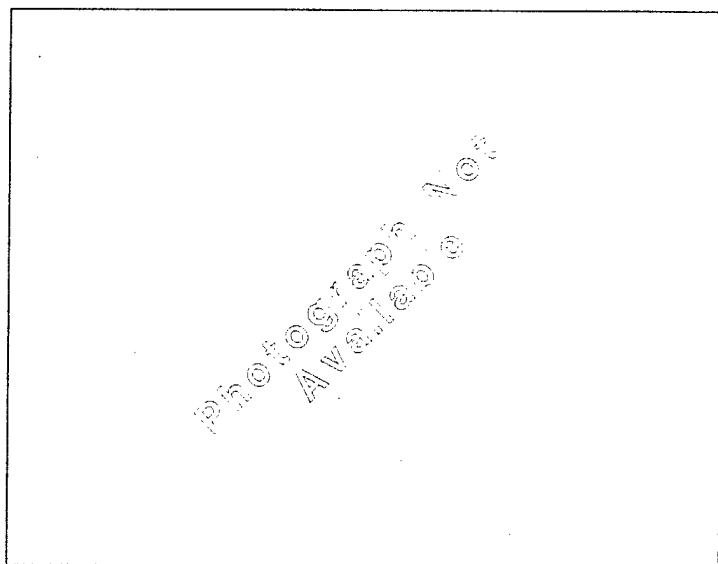
①



ny of Monumental Rock area.

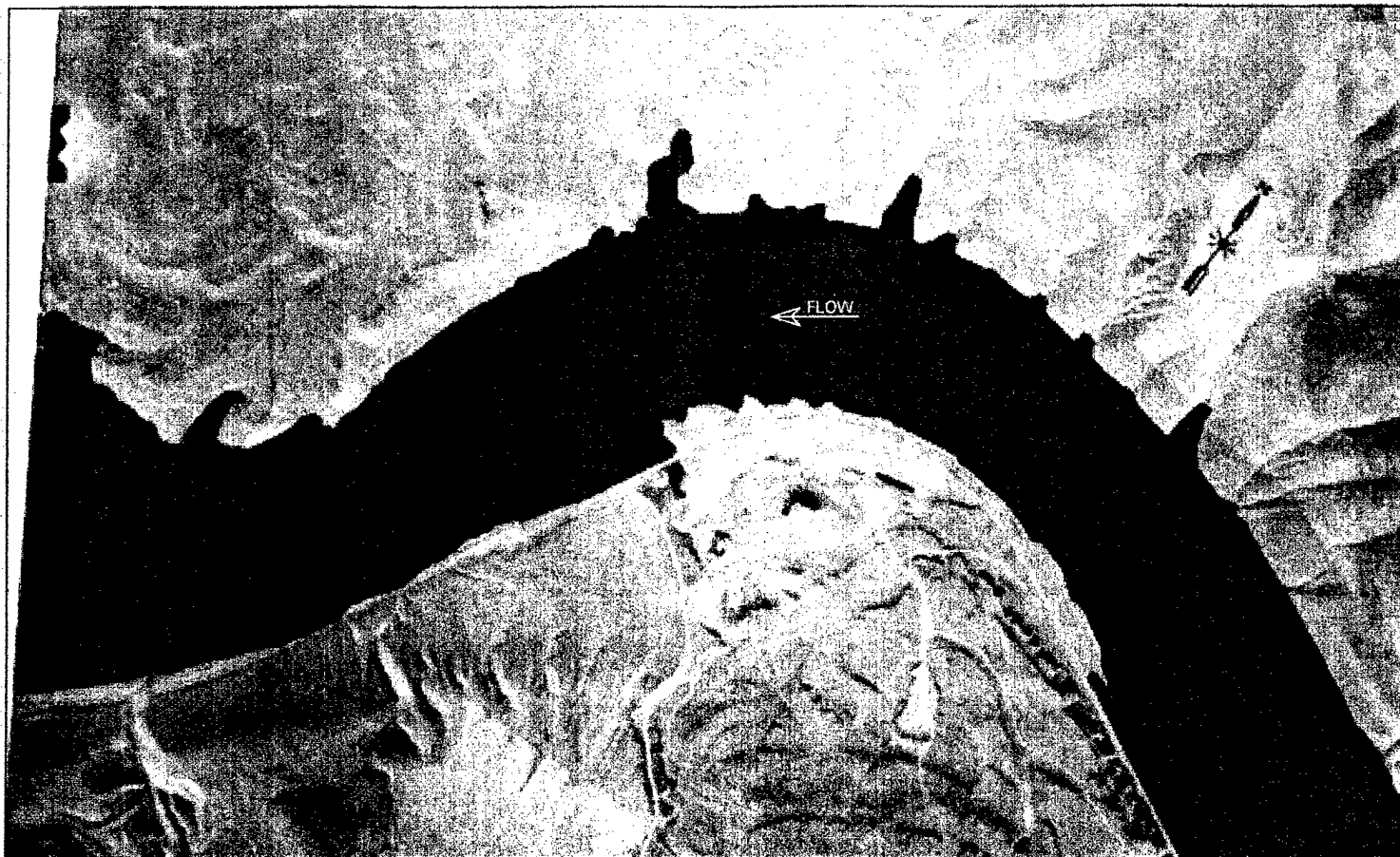


1992 aerial photograph

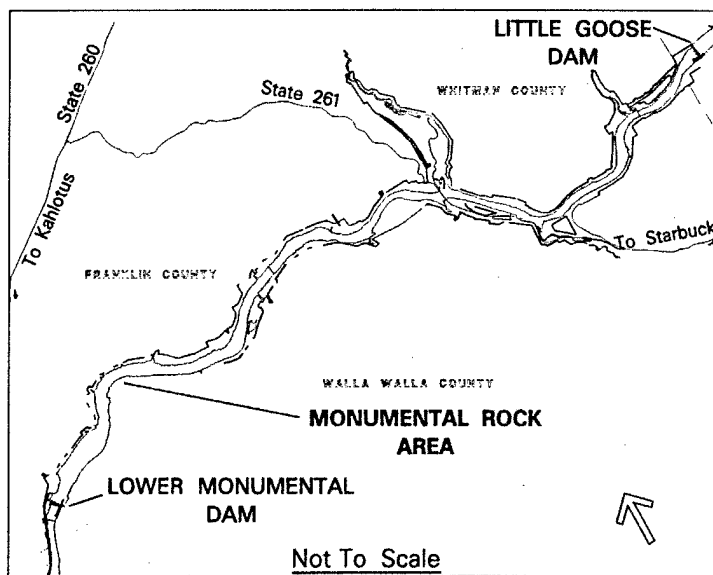
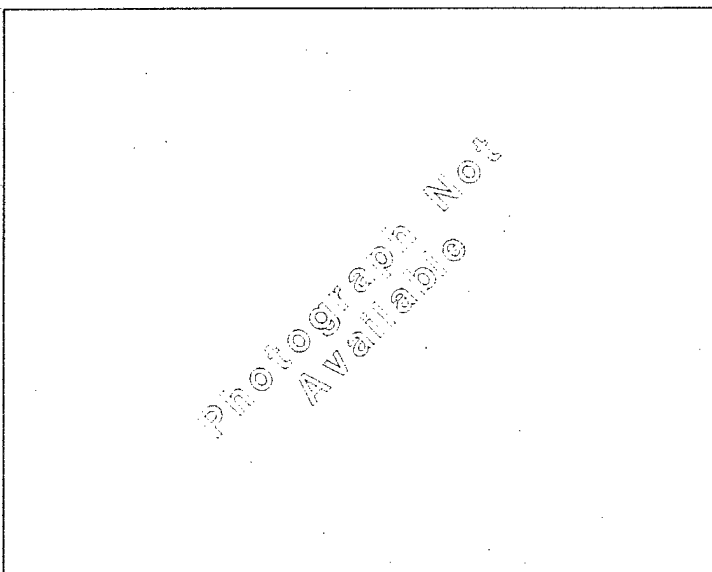


direction

2



1992 aerial photograph of Monumental Rock area.



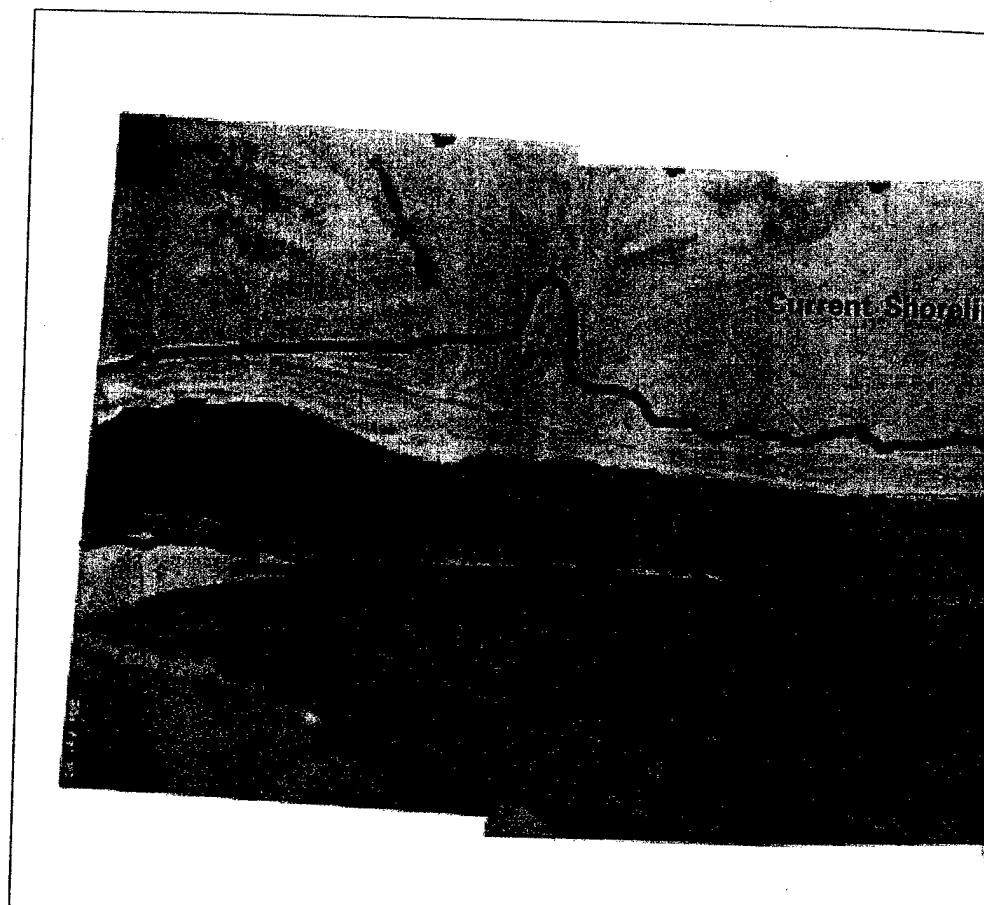
g:\lowersnake\lrs\plates\lsmels\predamappndx\monrock.dgn:GISFILE 29-DEC-2000 13:29: PLOTTED



LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

3

Figure 7.
**MONUMENTAL
ROCK AREA**



1958 aerial photography of Skookum



Photo 1. Right Bank, Skookum area, 1958 oblique.

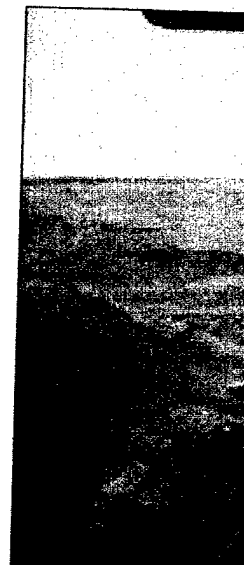
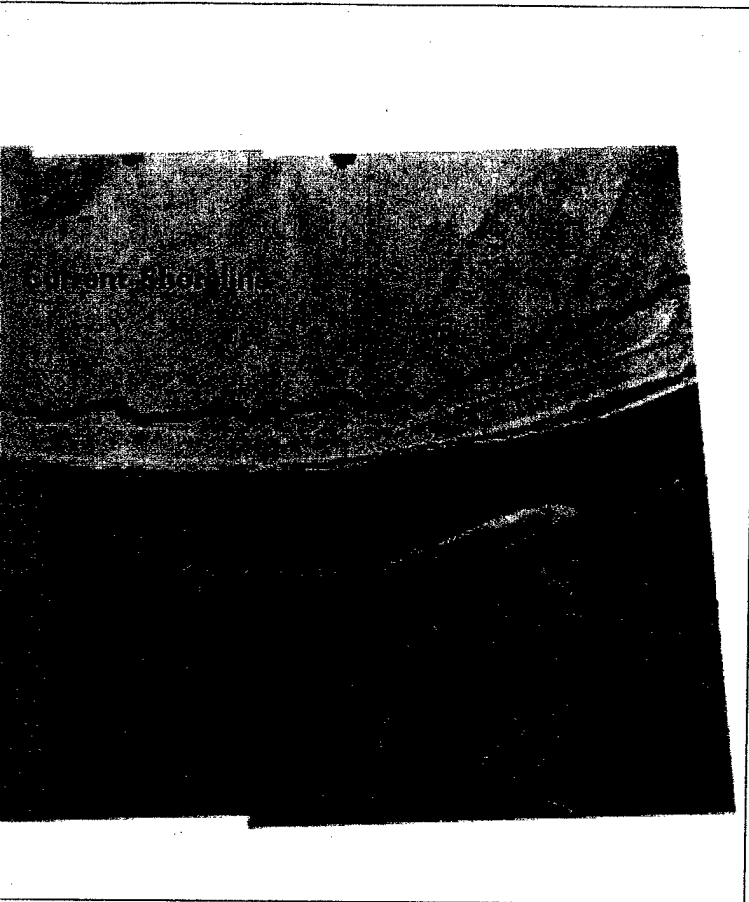


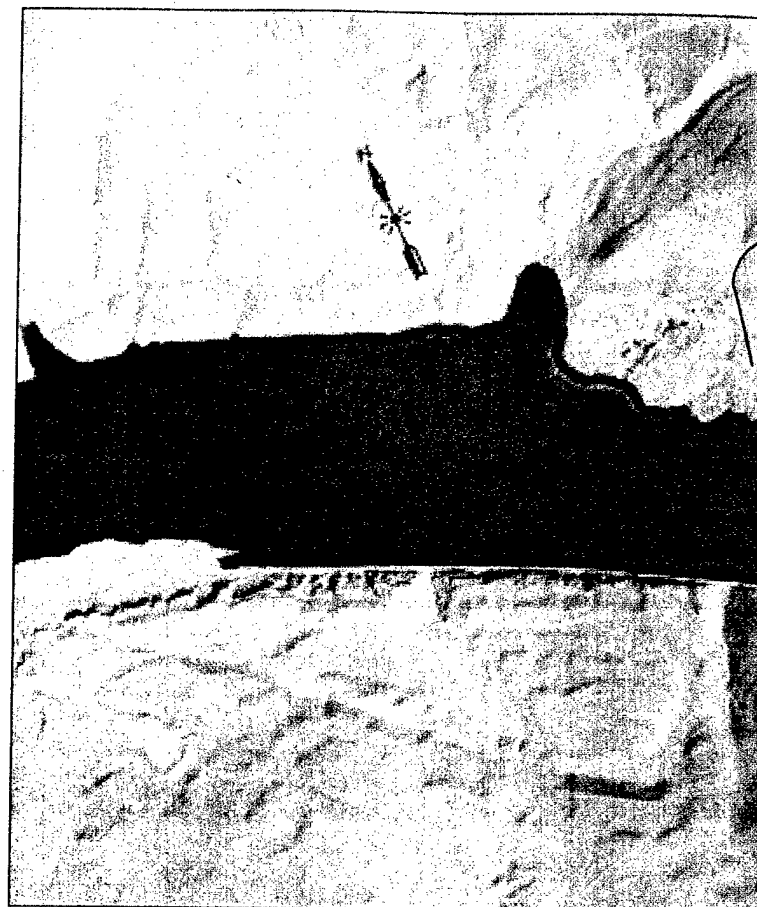
Photo 2. Left B.

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



y of Skookum area.



1992 aerial photograph

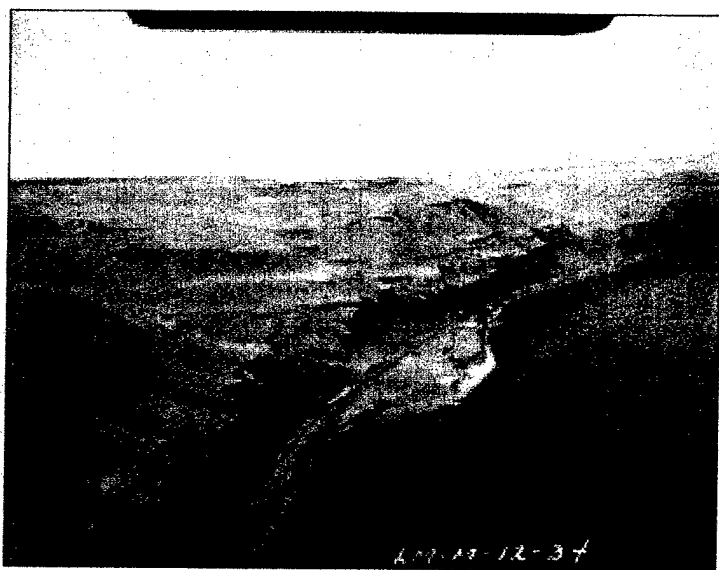


Photo 2. Left Bank, Skookum area, 1958 oblique.

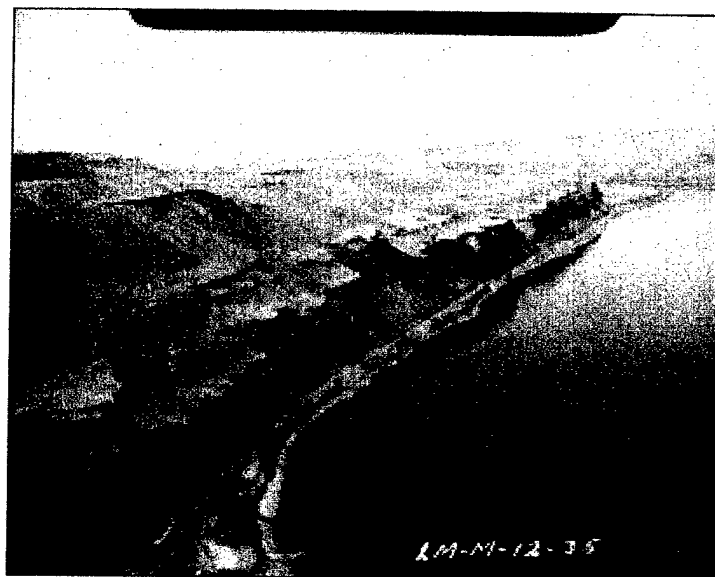
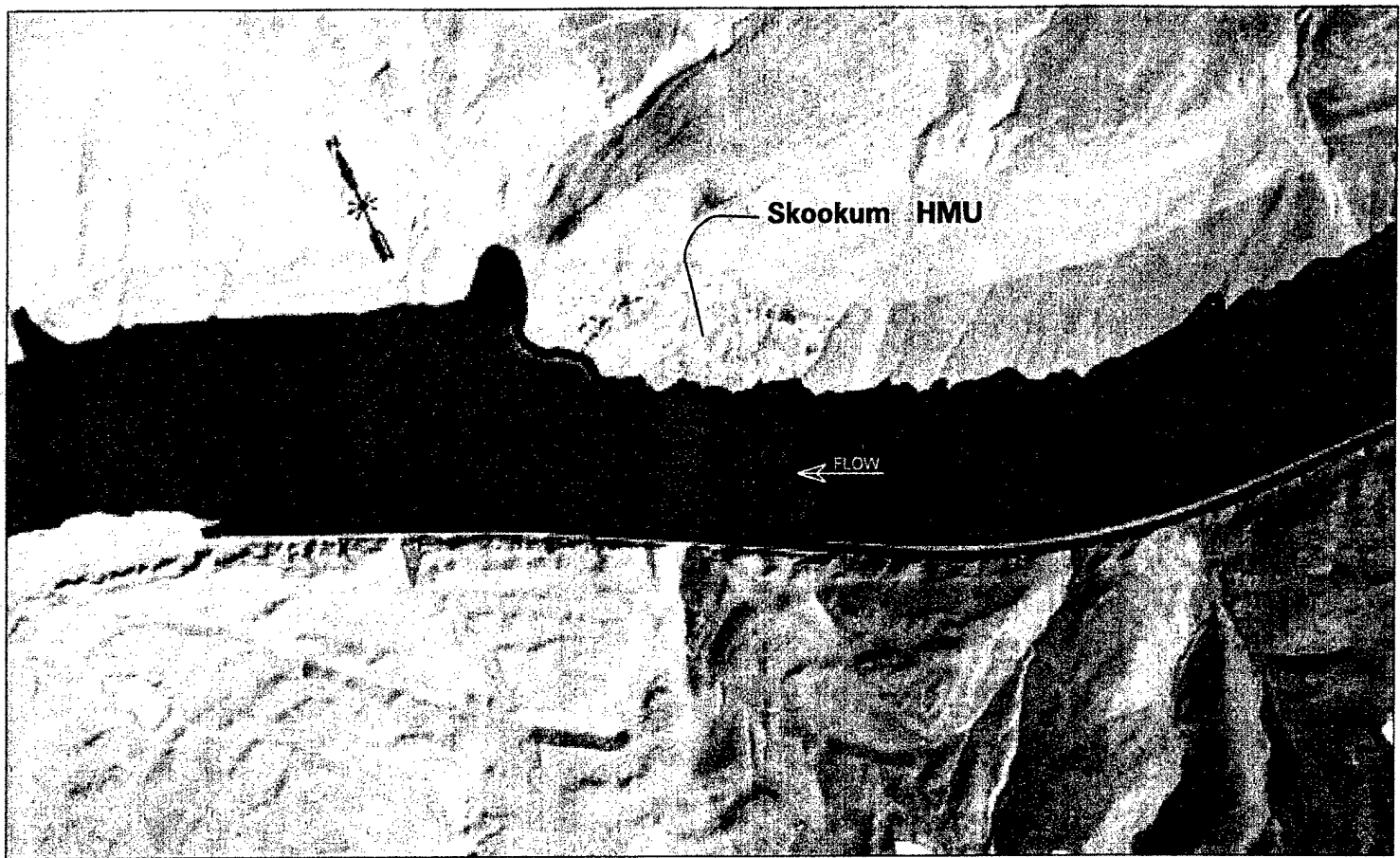


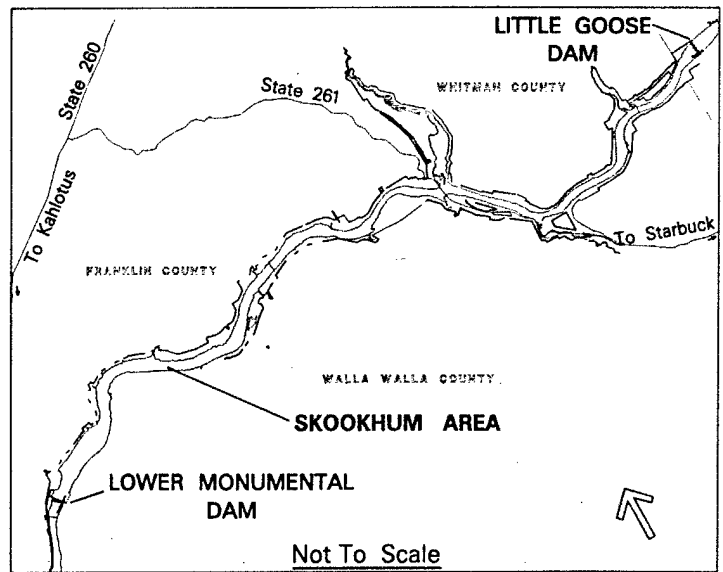
Photo 3. Left Bank, Skookum area, 1958 oblique.



1992 aerial photograph of Skookum area.



Photo 3. Left Bank, Skookum area, 1958 oblique.



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LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

3

Figure 8.
**SKOOKUM
AREA**



1958 aerial photograph of Ayer area.

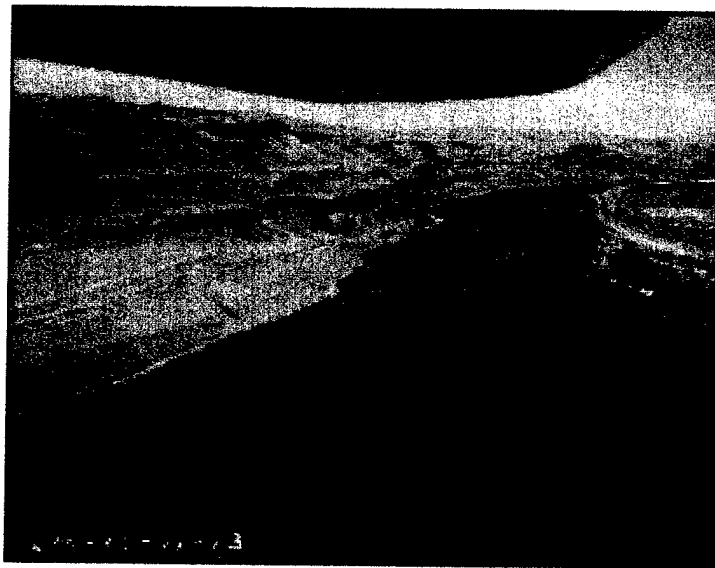


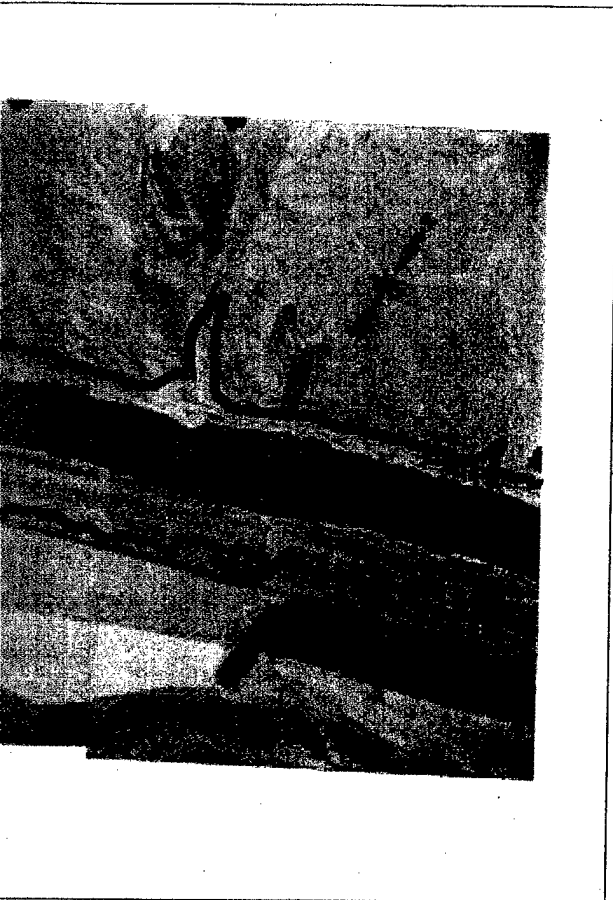
Photo 1. Right Bank, Ayer area, 1958 oblique.



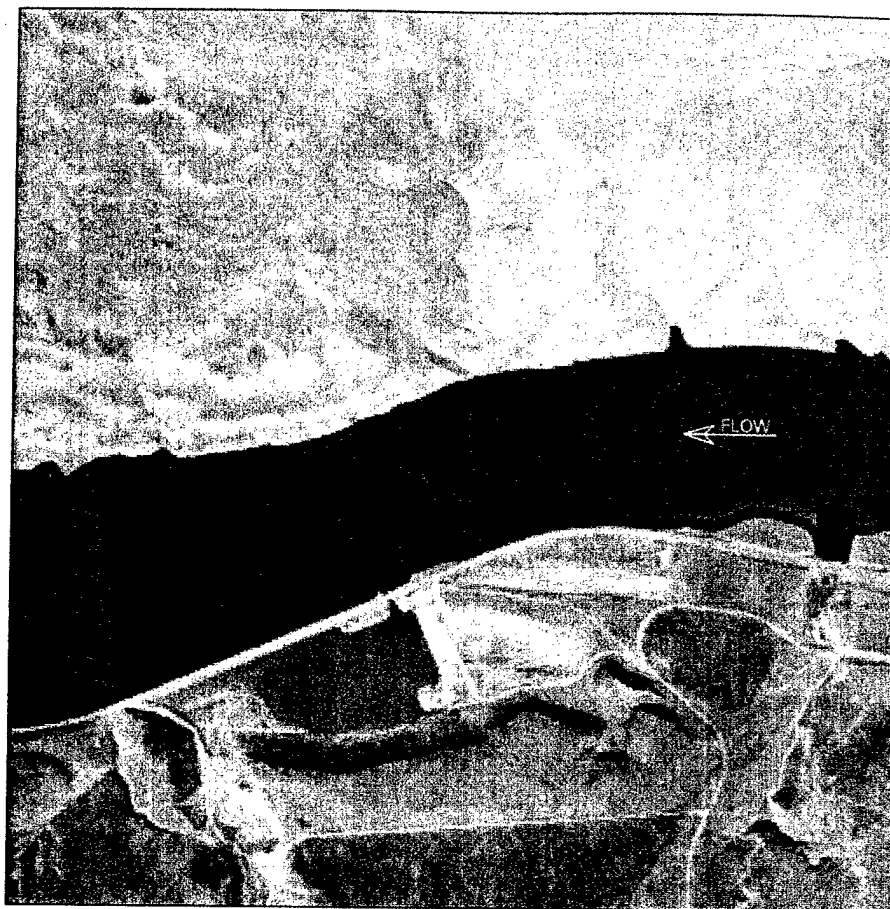
Photo 2. Left Bank, Ayer ar

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



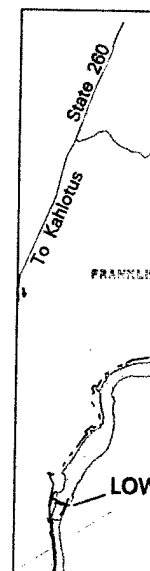
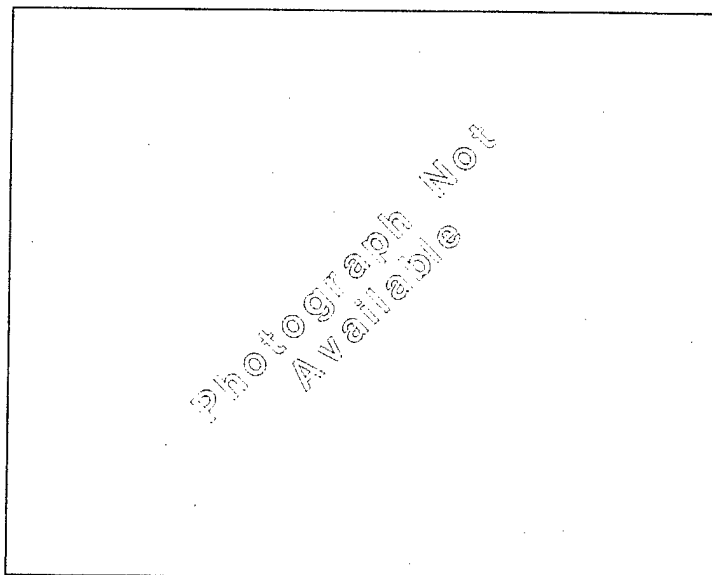
of Ayer area.

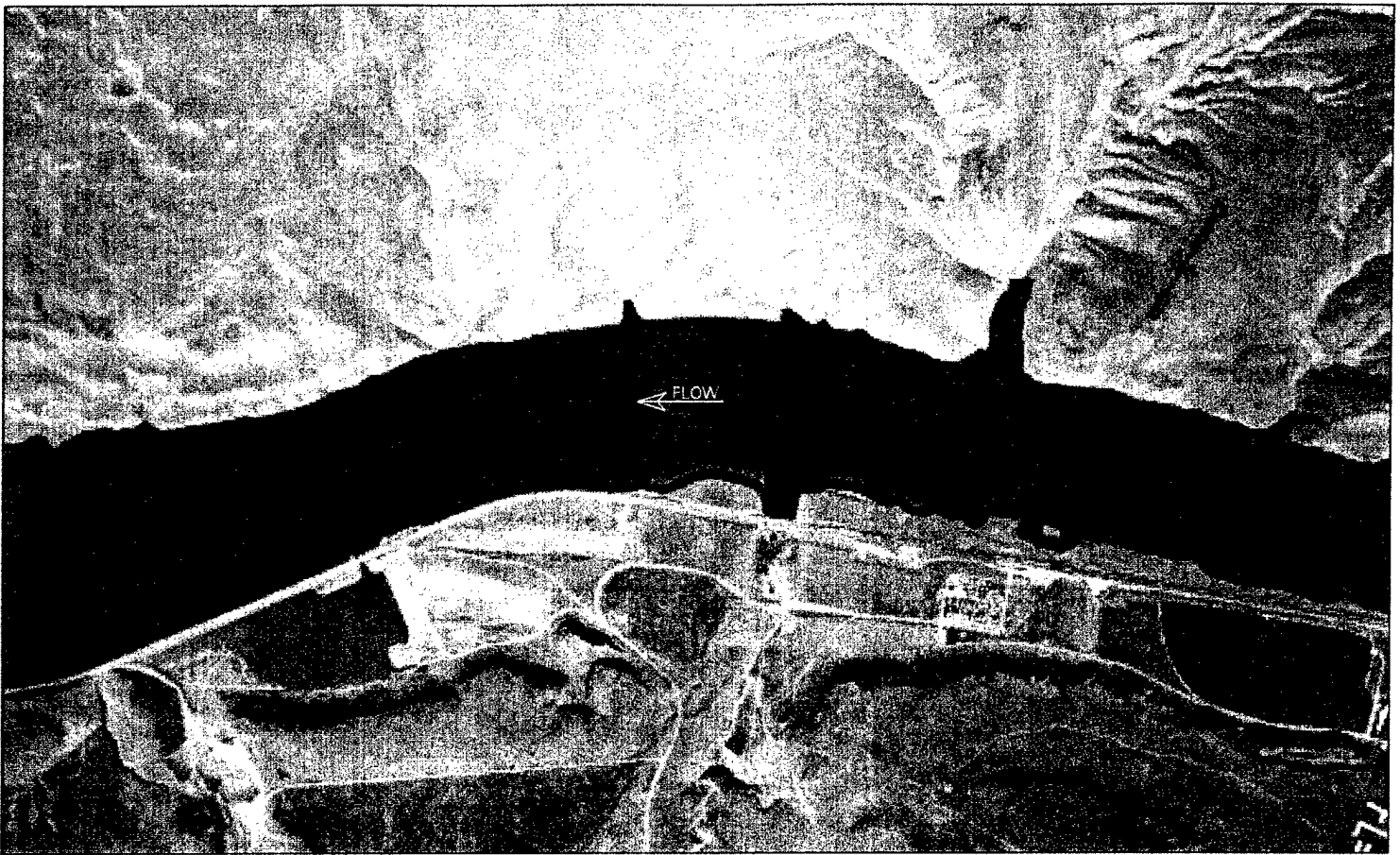


1992 aerial photography



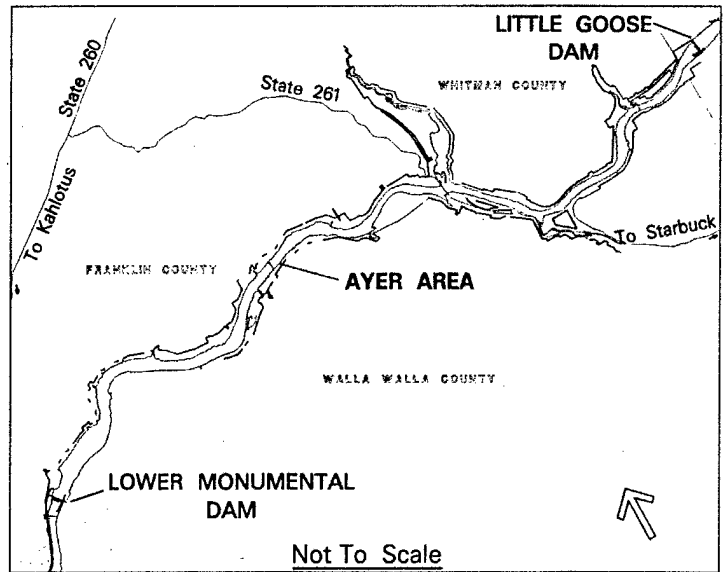
photo 2. Left Bank, Ayer area, 1958 oblique.





1992 aerial photograph of Ayer area.

Photograph Not Available



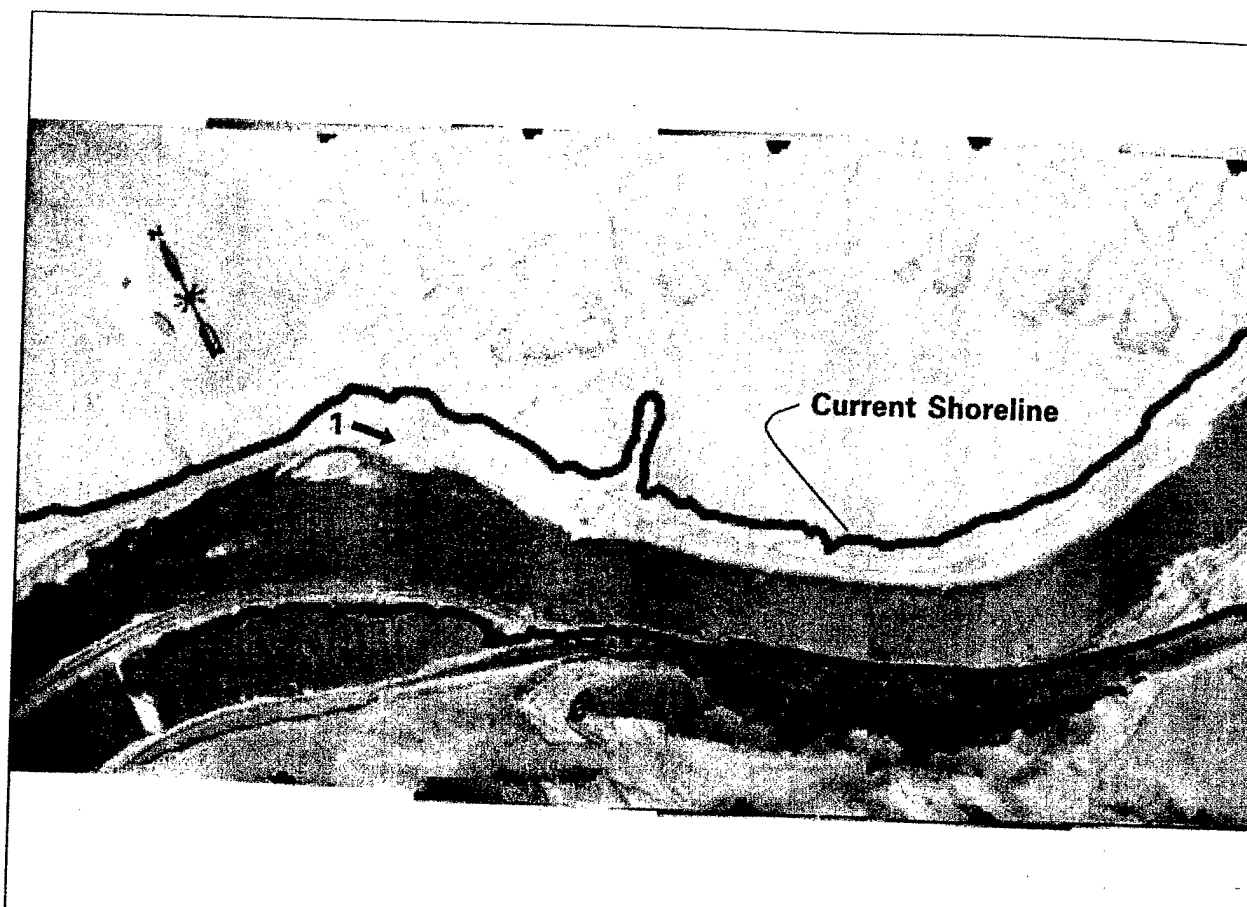
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LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

3

Figure 9.
**AYER
AREA**



1958 aerial photograph of 55 Mile area.



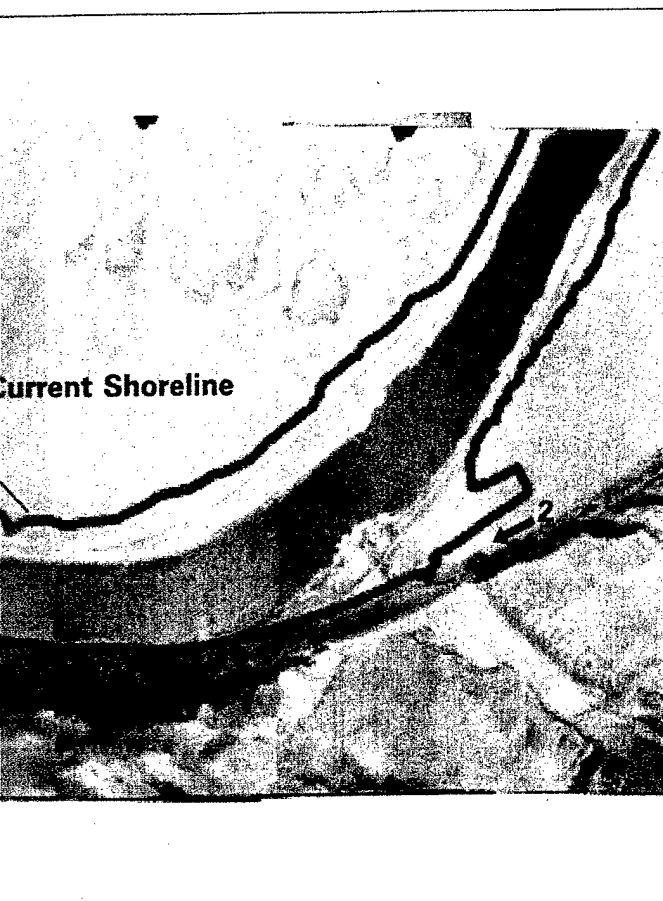
Photo 1. Right Bank, 55 Mile area, 1958 oblique.



Photo 2. Left Bank, 55 Mile area, 1958 oblique.

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



of 55 Mile area.



1992 aerial photography

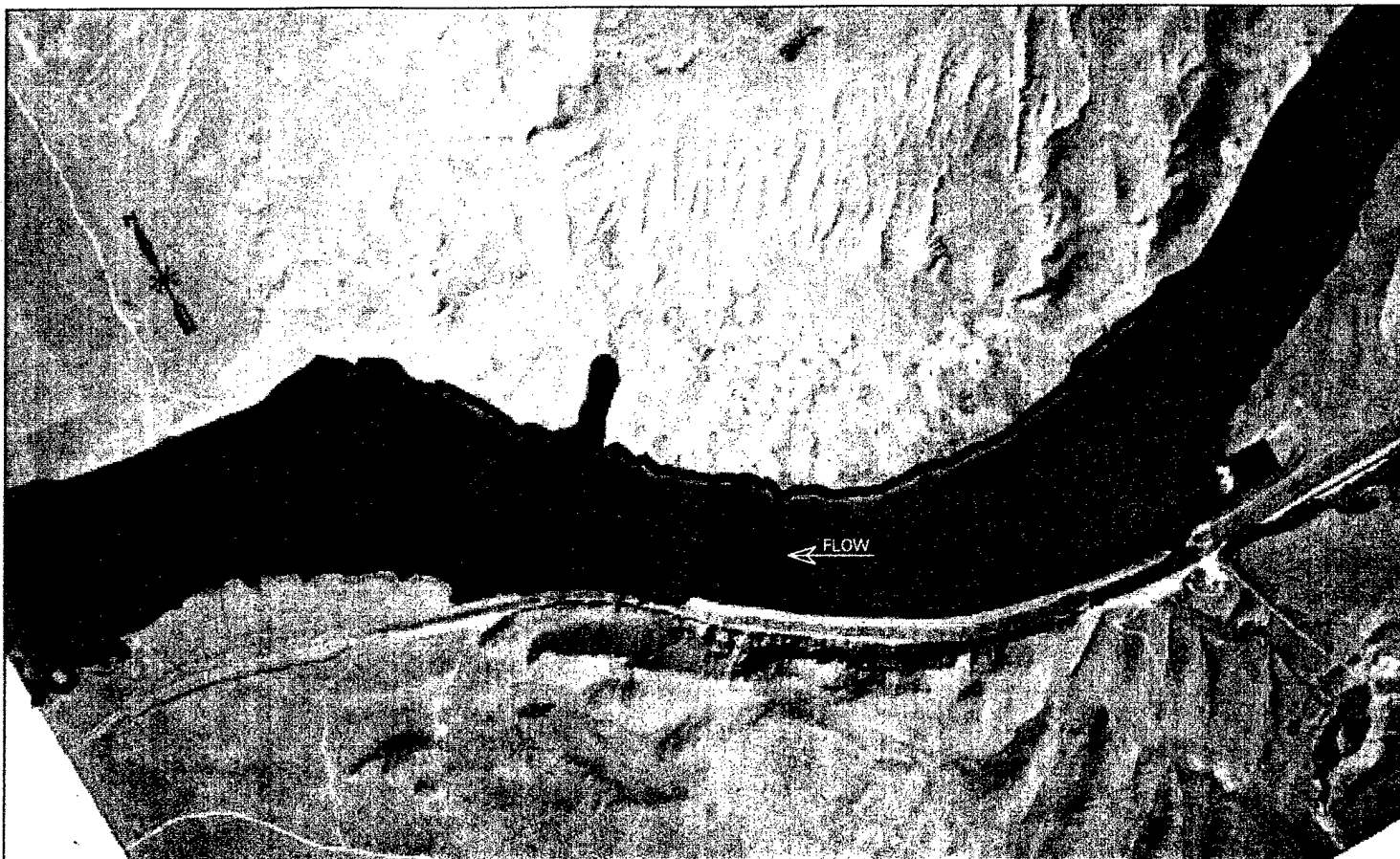


Photo 2. Left Bank, 55 Mile area, 1958 oblique.



Photo 3. Left Bank, 55 Mile area, 1958 oblique.

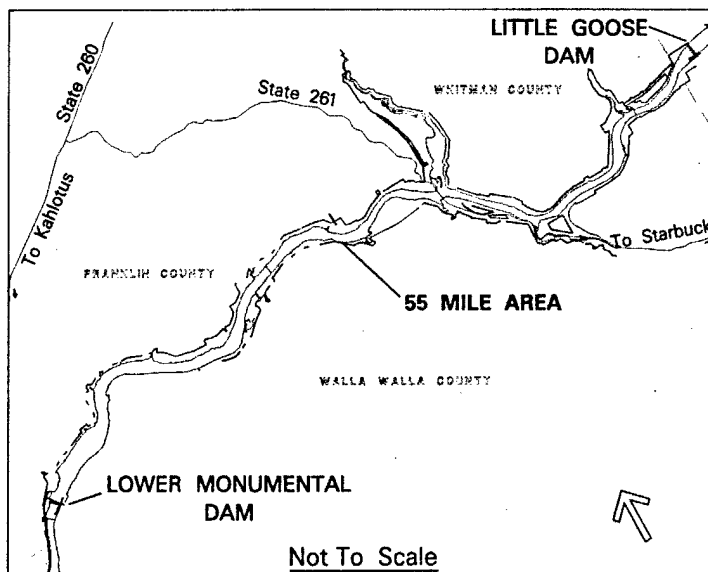




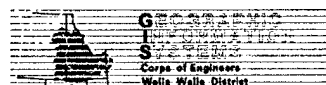
1992 aerial photograph of 55 Mile area.



Photo 3. Left Bank, 55 Mile area, 1958 oblique.



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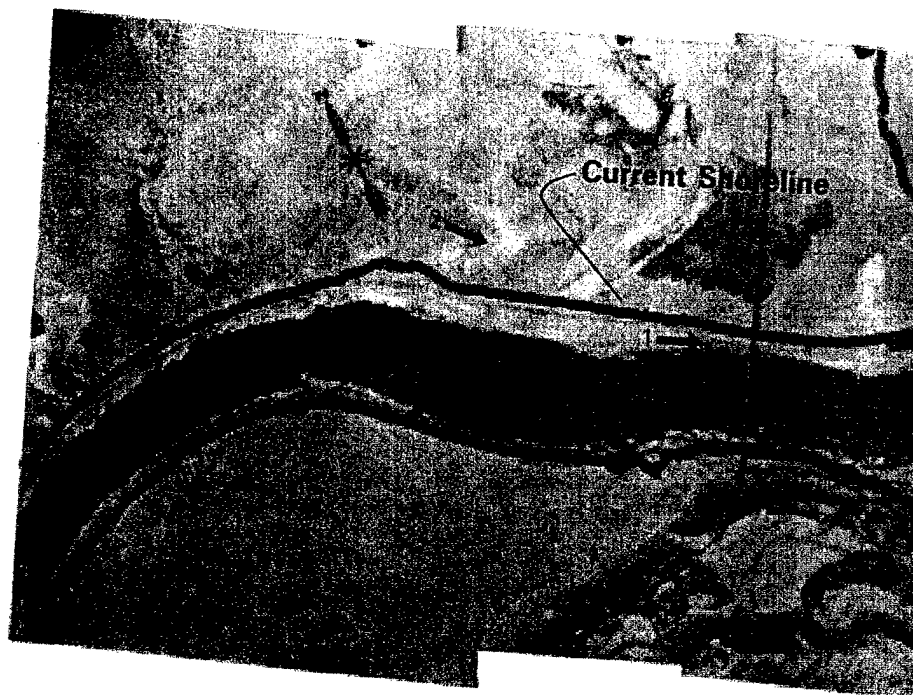


LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

Figure 10.

**55 MILE
AREA**

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1958 aerial photography of Lyon's

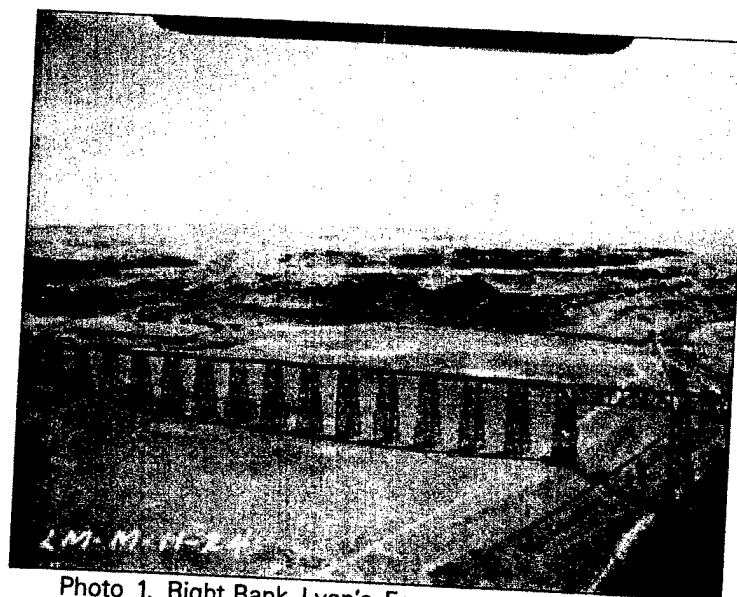


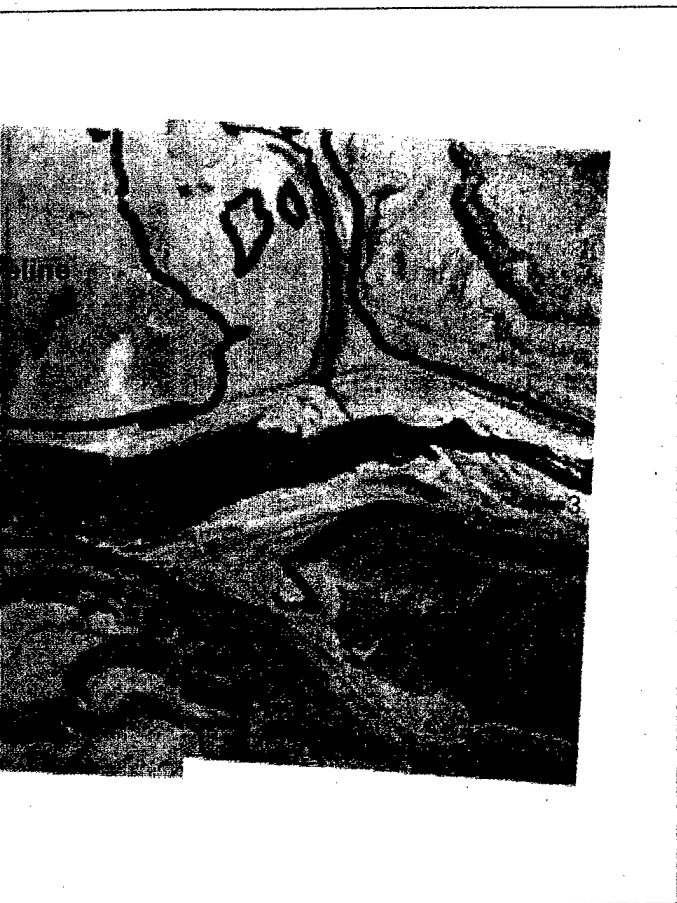
Photo 1. Right Bank, Lyon's Ferry area, 1958 oblique.



Photo 2. Right Ban

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



Lyon's Ferry area.



1992 aerial photography of

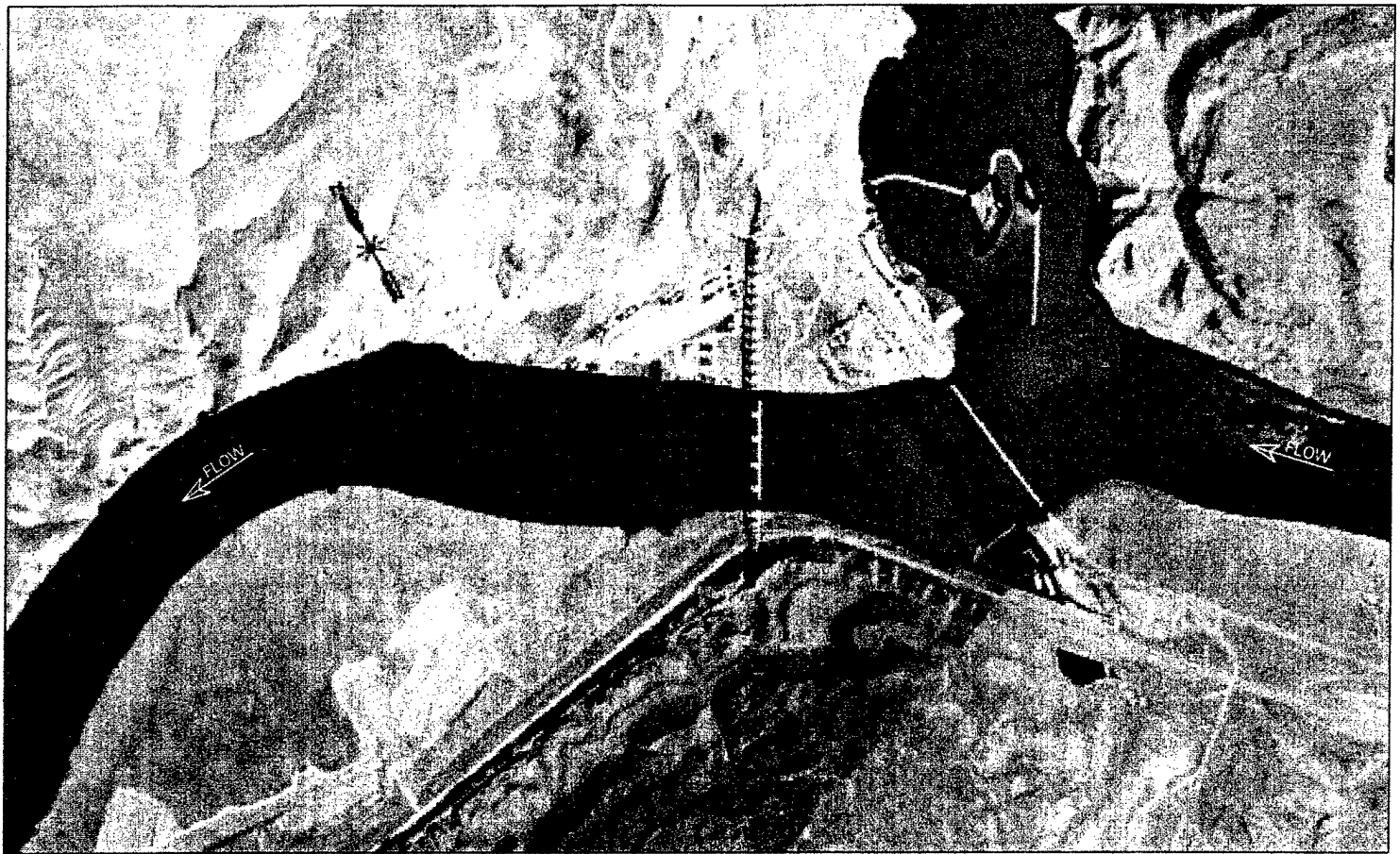


Photo 2. Right Bank, Lyon's Ferry area, 1958 oblique.



3. Left Bank, Lyon's Ferry area, 1958 oblique.

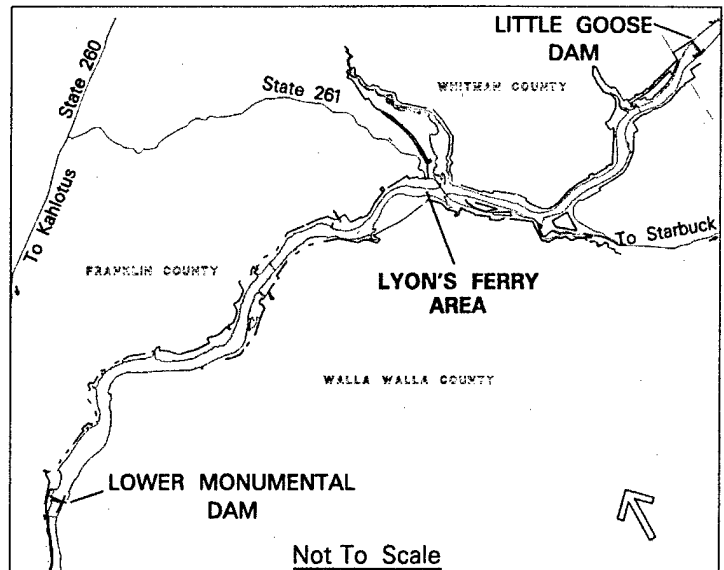




1992 aerial photograph of Lyon's Ferry area.



3. Left Bank, Lyon's Ferry area, 1958 oblique.



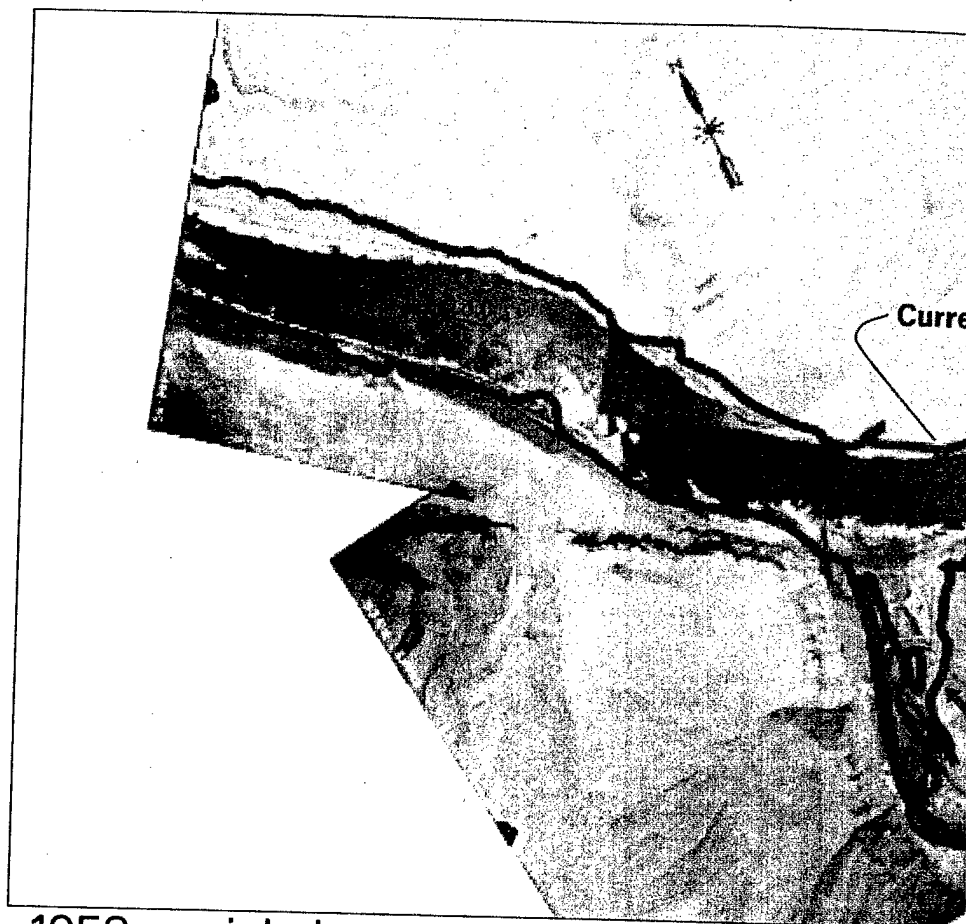
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LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

3

Figure 11.
**LYON'S
FERRY AREA**



1958 aerial photograph of Tucannon River



Photo 1. Left Bank, Tucannon River area, 1958 oblique.

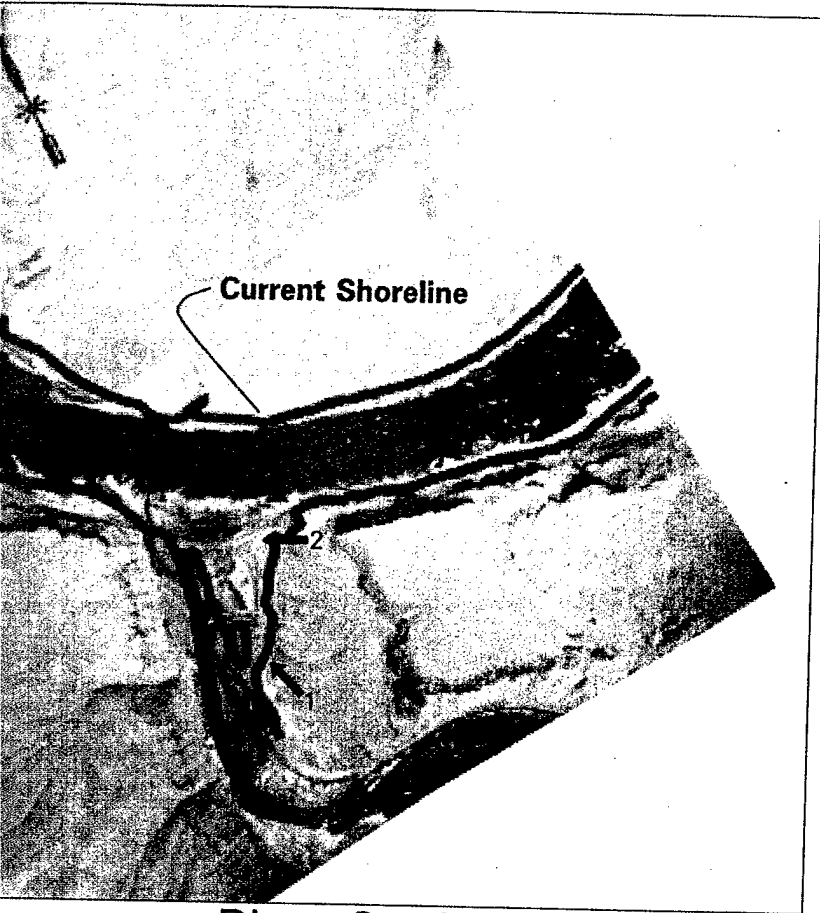


Photo 2. Left Bank, Tucannon River area, 1958 oblique.

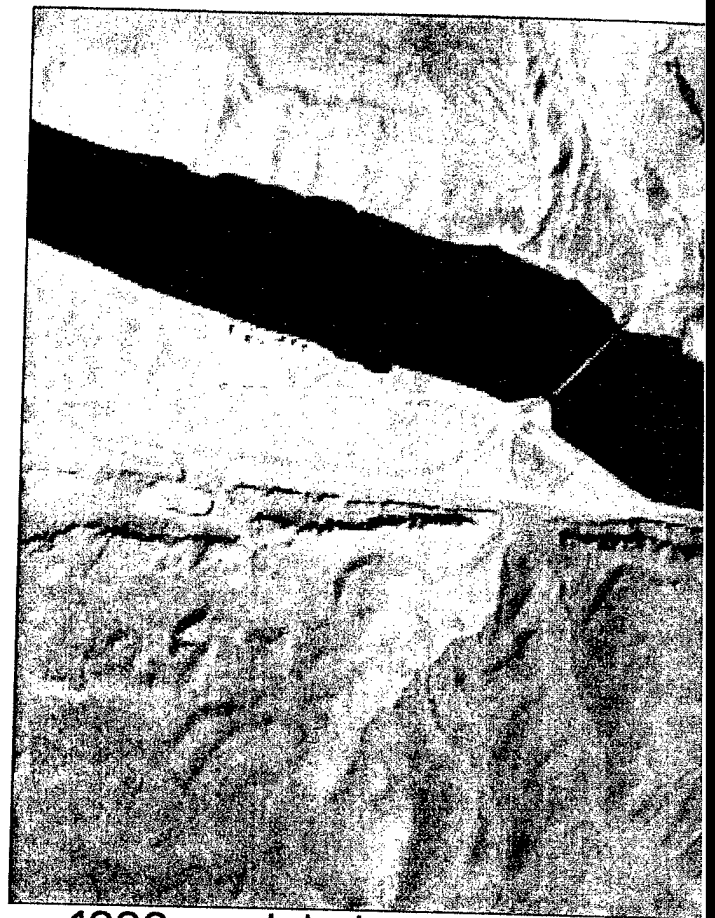
NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.

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Tucannon River Confluence area.



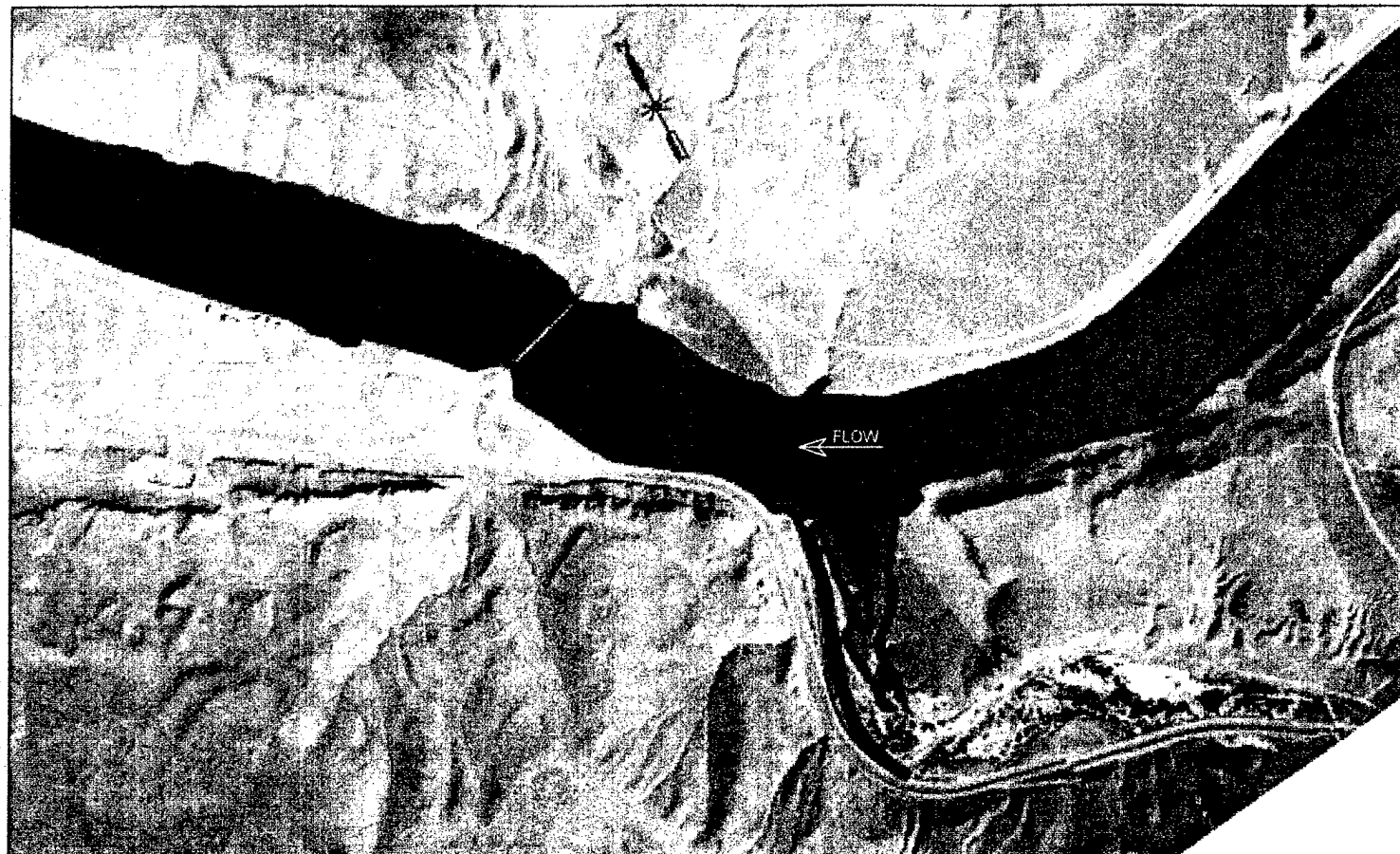
1992 aerial photography of T



Photo 2. Left Bank, Tucannon River area, 1958 oblique.



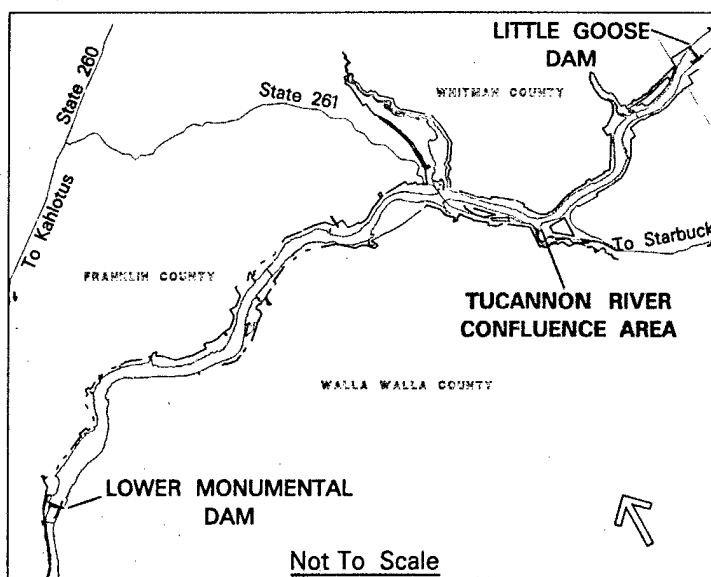
Photo 3. Left Bank, Tucannon River area, 1958 oblique.



1992 aerial photograph of Tucannon River Confluence area.



Photo 3. Left Bank, Tucannon River area, 1958 oblique.



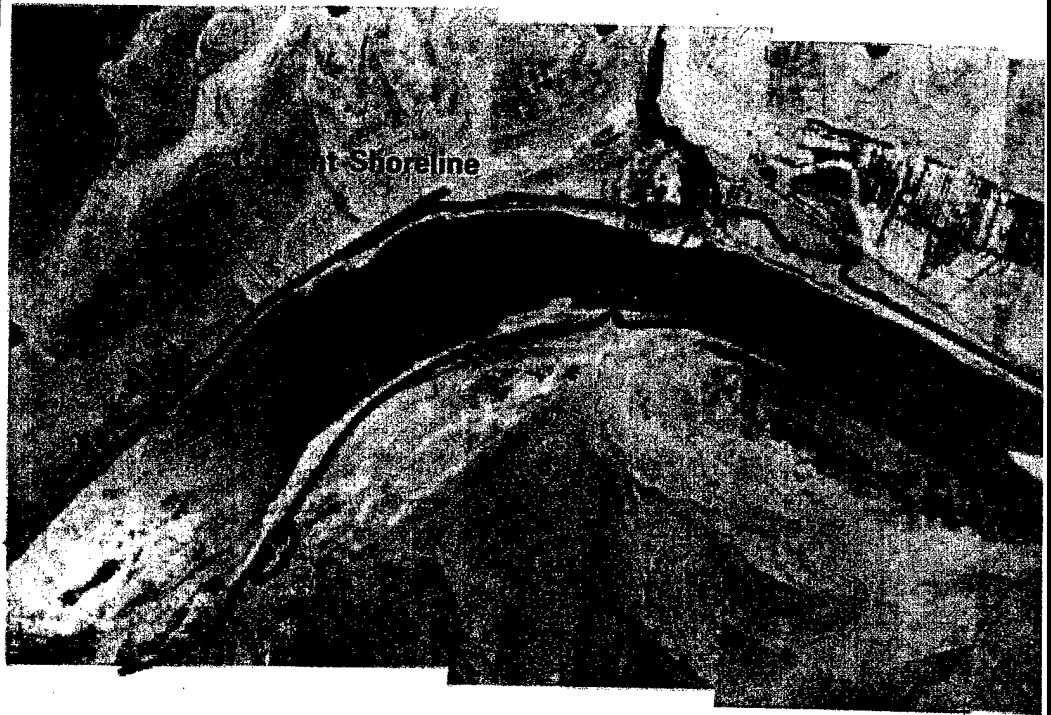
g:\lowersnake\lsr\plates\ismels\predamapppdx\tucannon.dgn:GIS FILE 02-JAN-2001 10:03: PLOTTED



LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

3

Figure 12.
**TUCANNON RIVER
CONFLUENCE AREA**



1958 aerial photography of Riparia area



Photo 1. Right Bank, Riparia area, 1958 oblique.

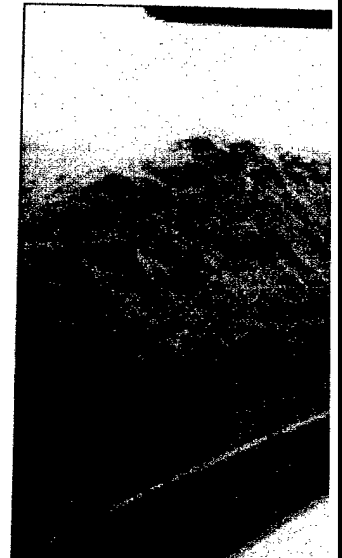


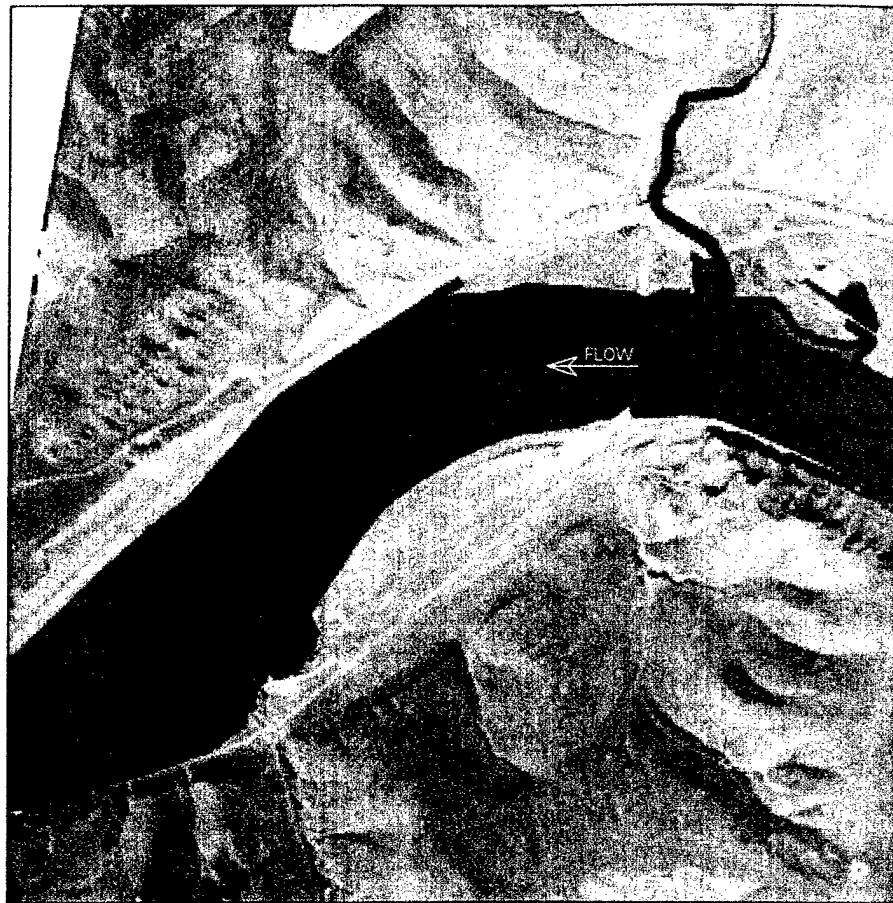
Photo 2. Left Bank, Riparia area, 1958 oblique.

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



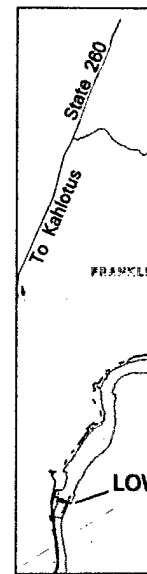
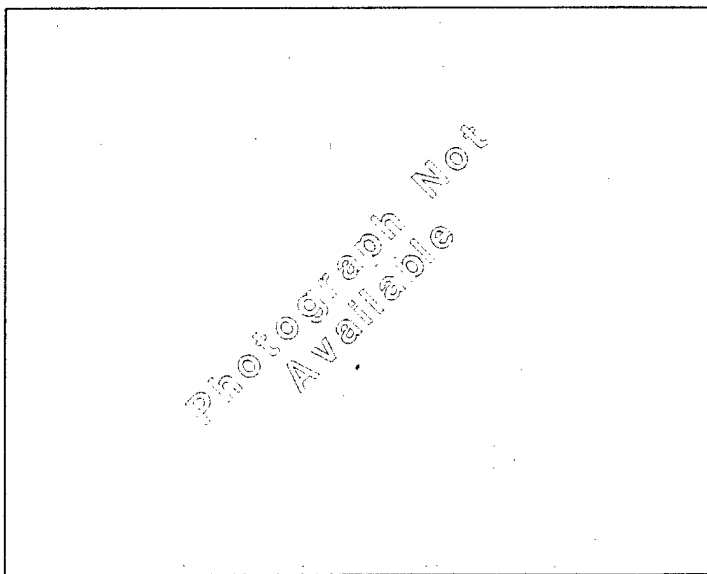
Riparia area.

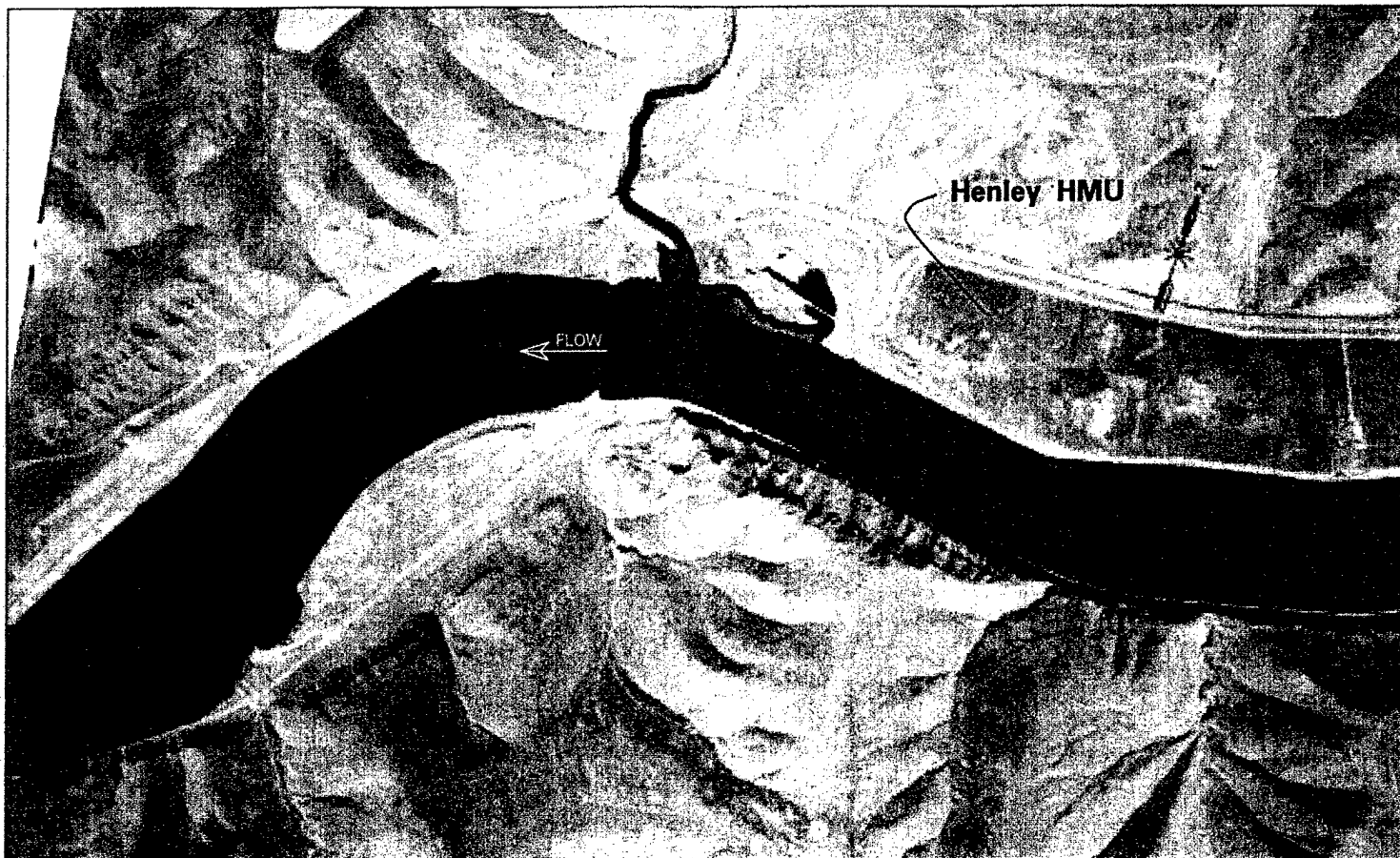


1992 aerial photograph of

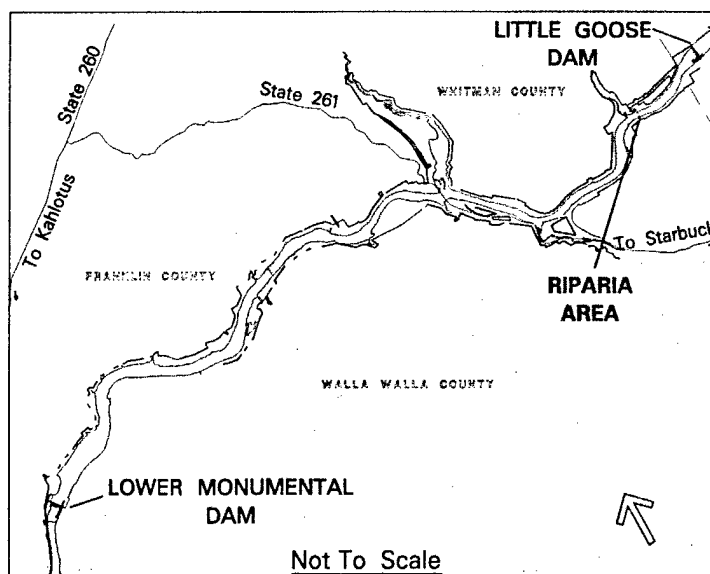
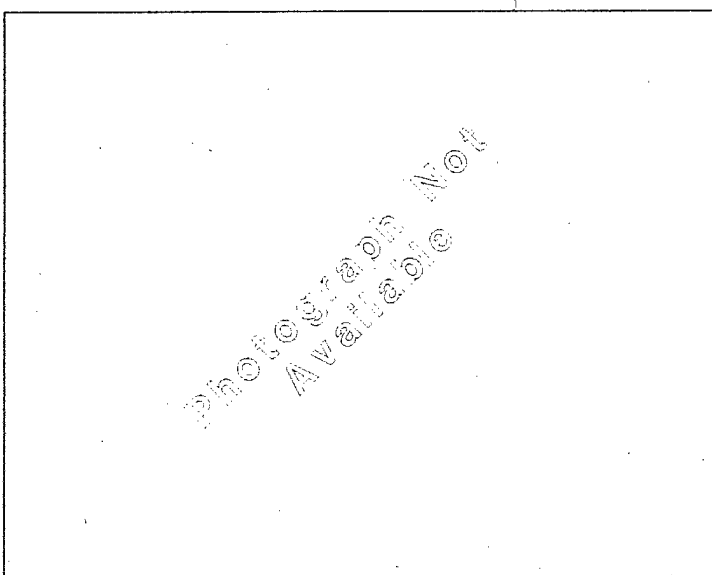


Photo 2. Left Bank, Riparia area, 1958 oblique.

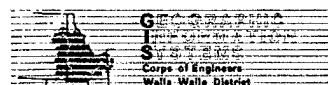




1992 aerial photograph of Riparia area.



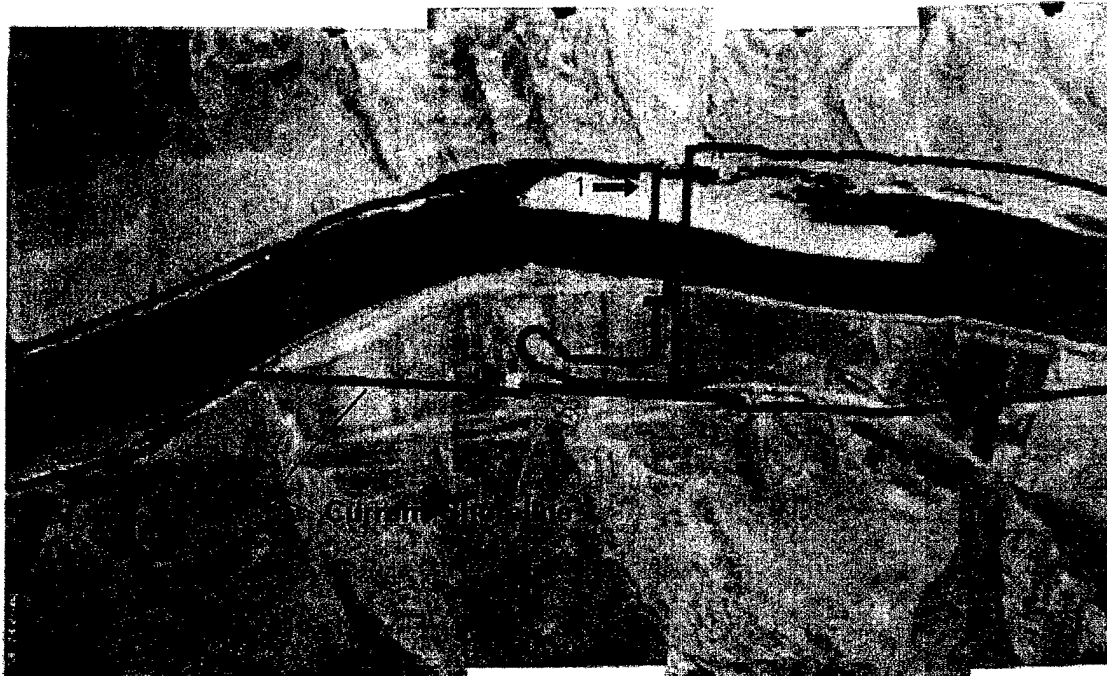
g:\lowersnake\for\plates\jameis\predemap\pdx\riparia.dgn:GIS FILE 02-JAN-2001 10:11: PLOTTED



LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

3

Figure 13.
**RIPARIA
AREA**



1958 aerial photography of Little Goose Dam

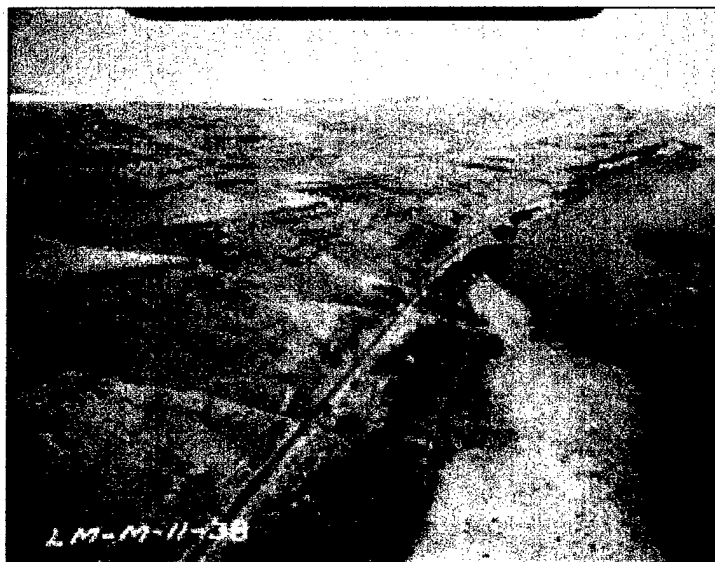


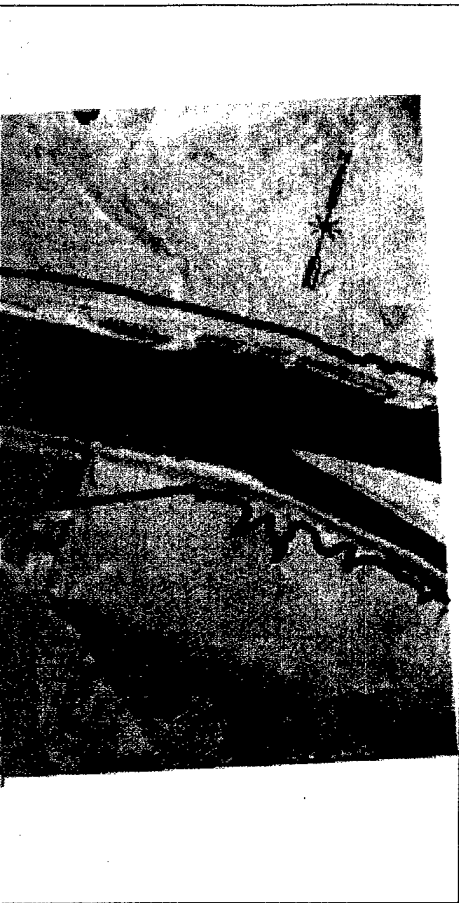
Photo 1. Right Bank, Little Goose Dam area, 1958 oblique.



Photo 2. Right Bank, Little Goose

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



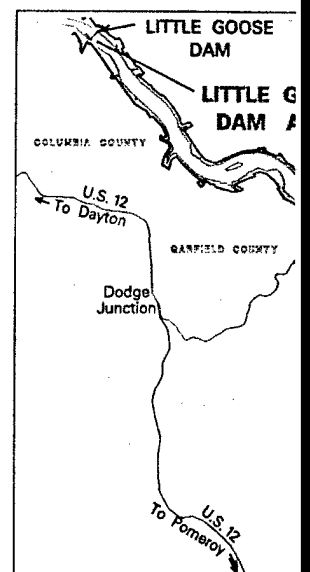
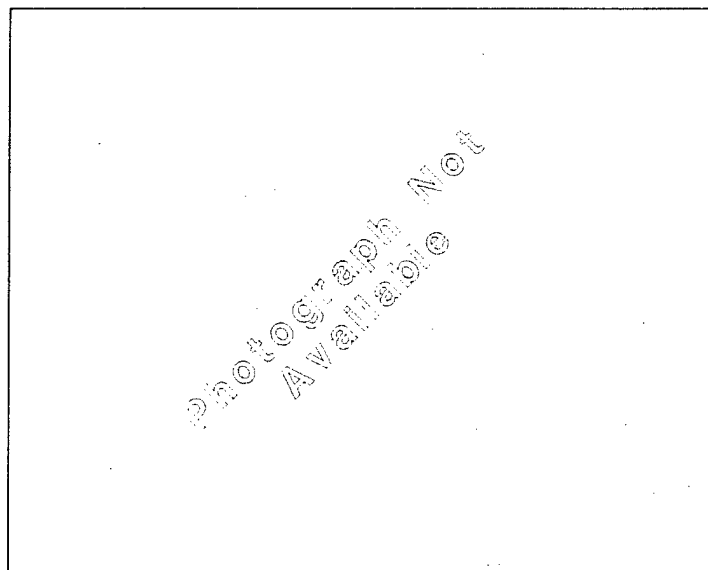
Little Goose Dam area.



1992 aerial photograph of Little Goose



Little Goose Dam area, 1958 oblique.



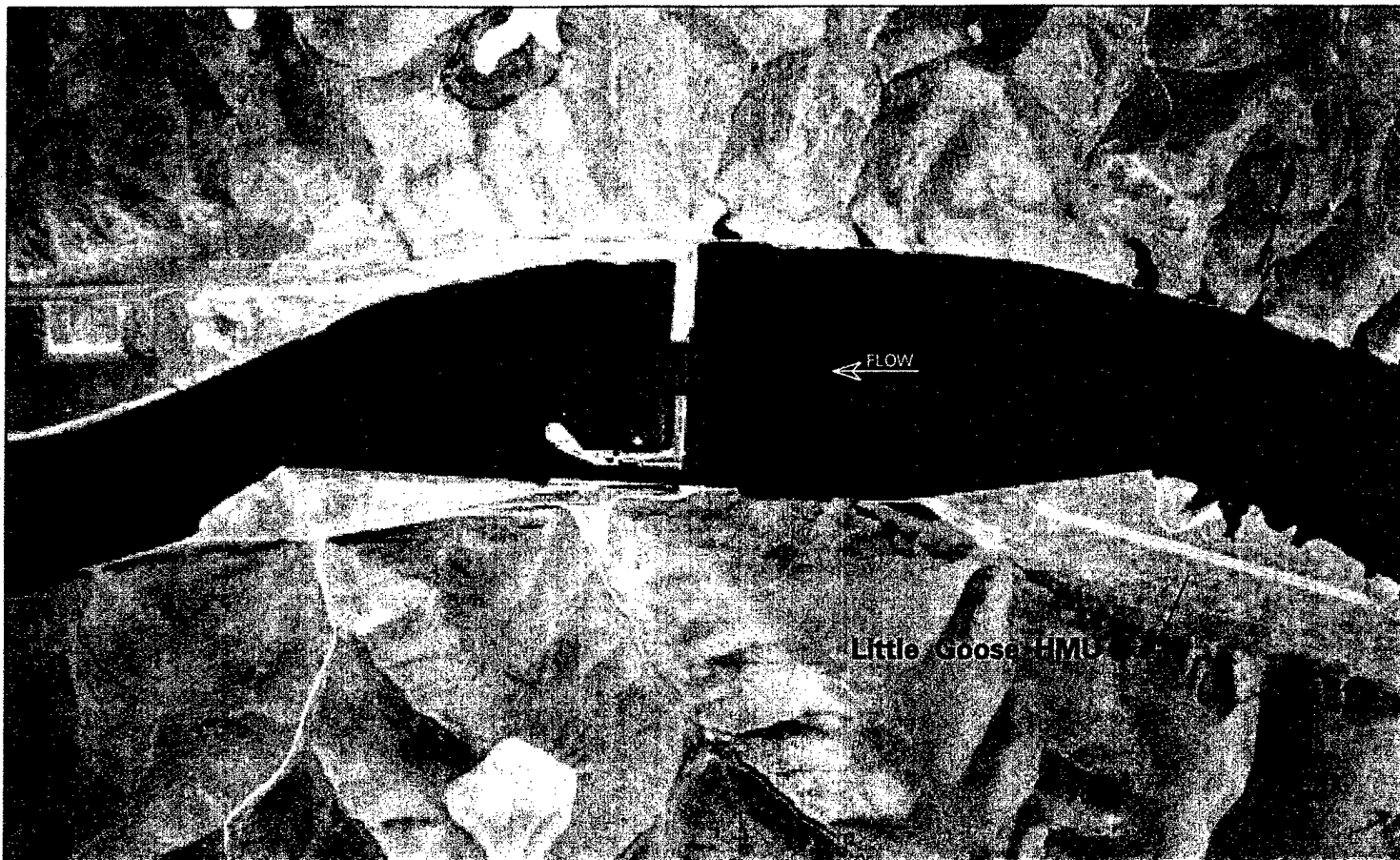
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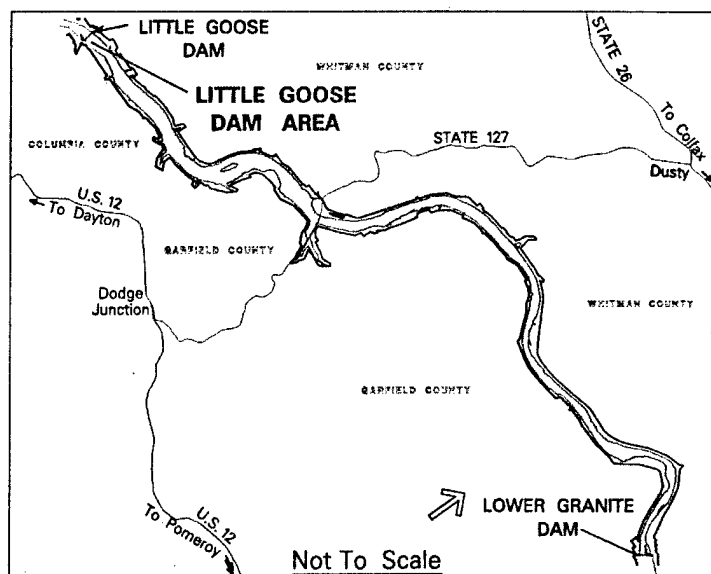
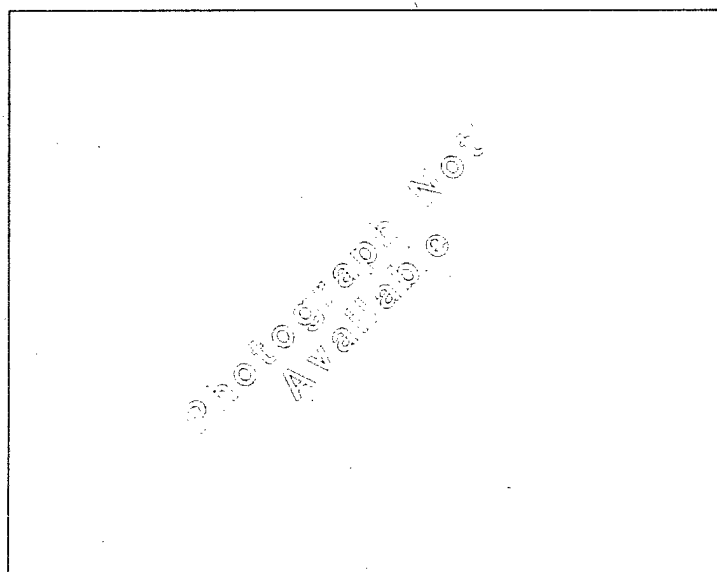
Juvenile

(2)

L



1992 aerial photograph of Little Goose Dam area.



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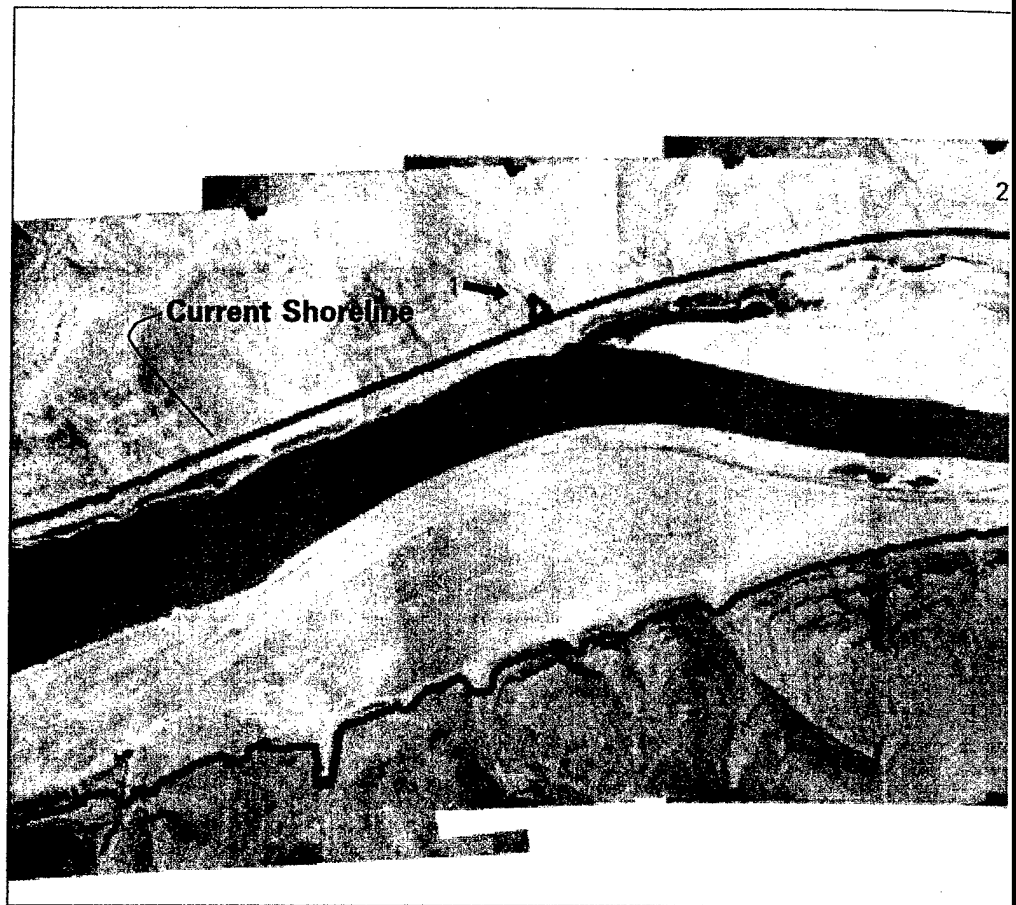


LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

Figure 14.

**LITTLE GOOSE
DAM AREA**

3



1958 aerial photograph of Goose Is



Photo 1. Right Bank, Goose Island area, 1958 oblique.

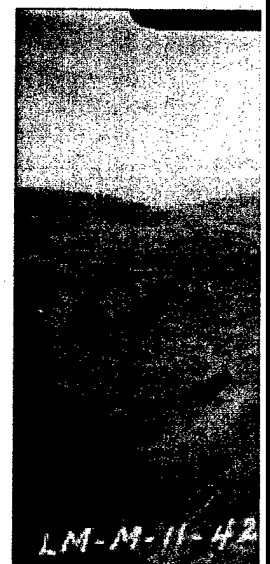


Photo 2. Right Bar

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



y of Goose Island area.



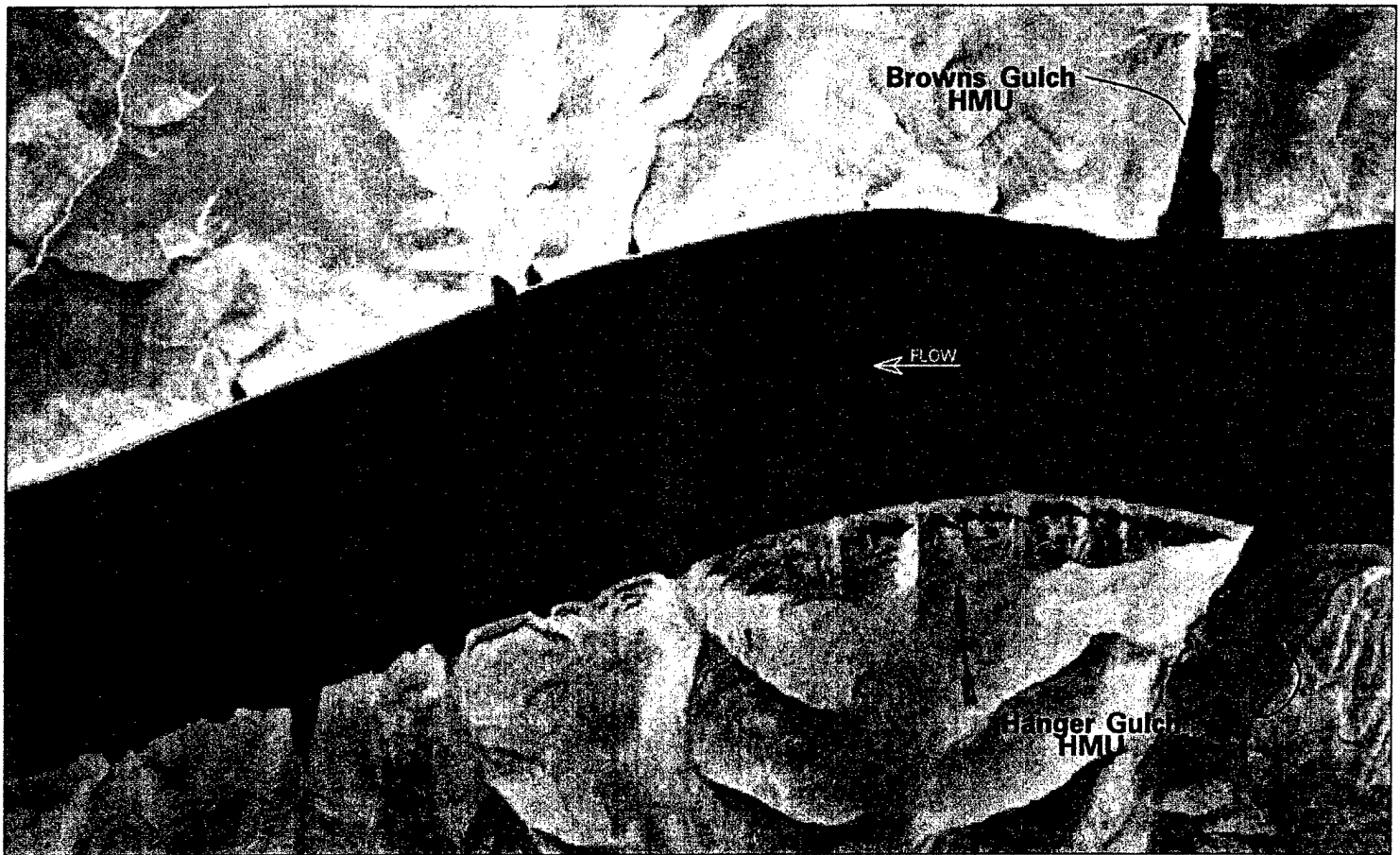
1992 aerial photograph



Photo 2. Right Bank, Goose Island area, 1958 oblique.



Photo 3. Left Bank, Goose Island area, 1958 oblique.



1992 aerial photograph of Goose Island area.

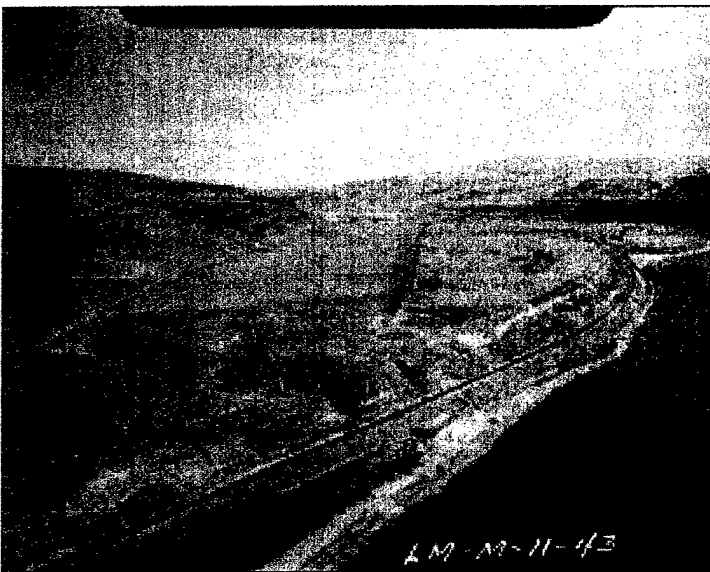
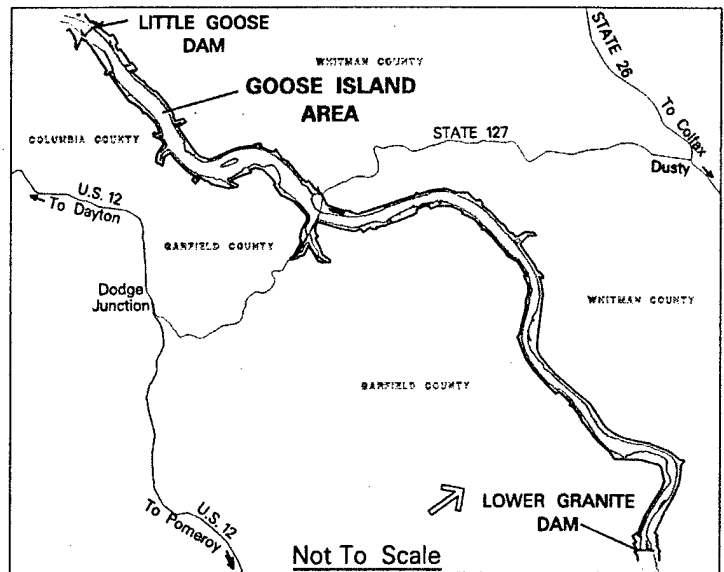


Photo 3. Left Bank, Goose Island area, 1958 oblique.



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LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

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Figure 15.
**GOOSE
ISLAND AREA**



1958 aerial photograph of New York Bar area.



Photo 1. Right Bank, New York Bar area, 1958 oblique.

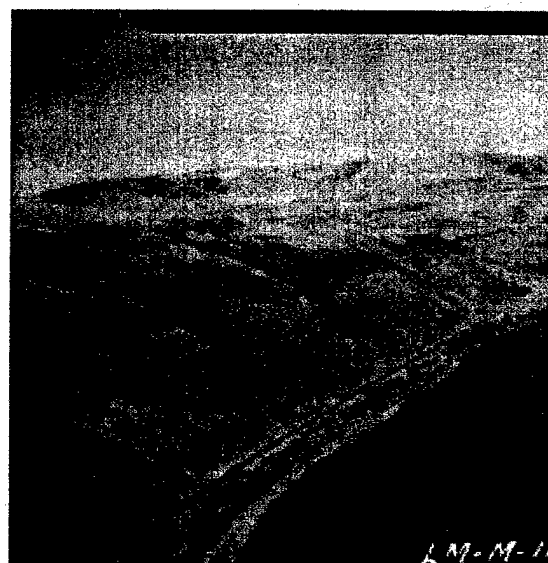


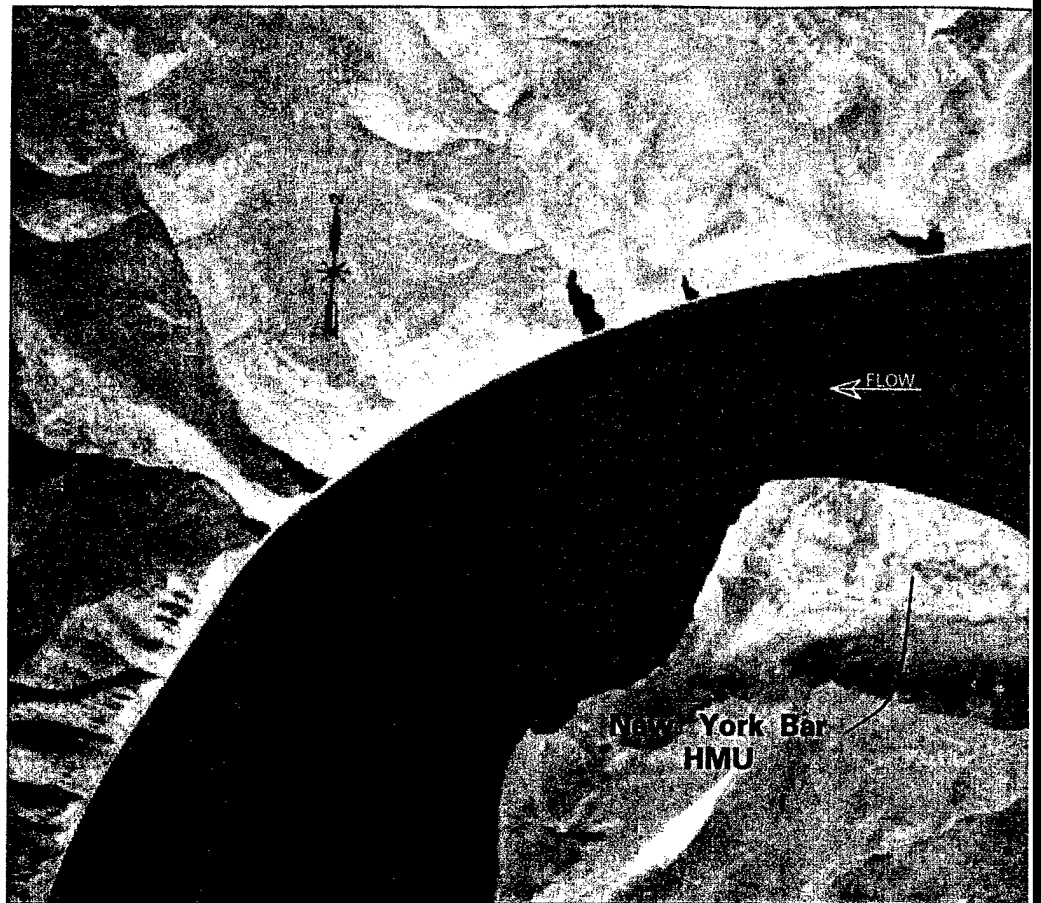
Photo 2. Right Bank, New York Bar area, 1958 oblique.

NOTES:

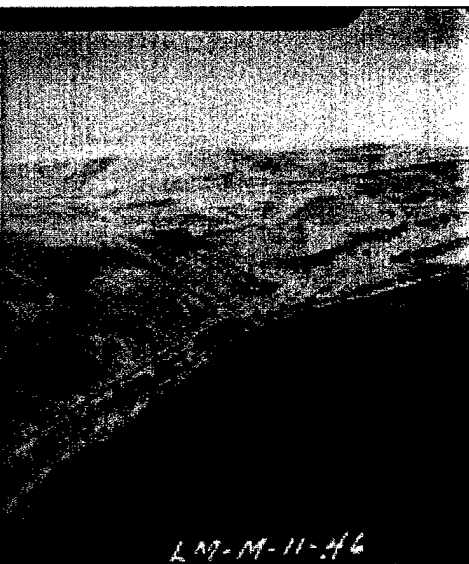
1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



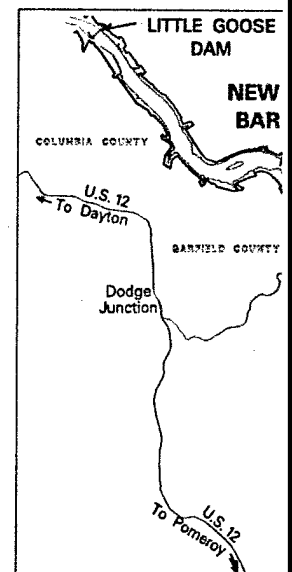
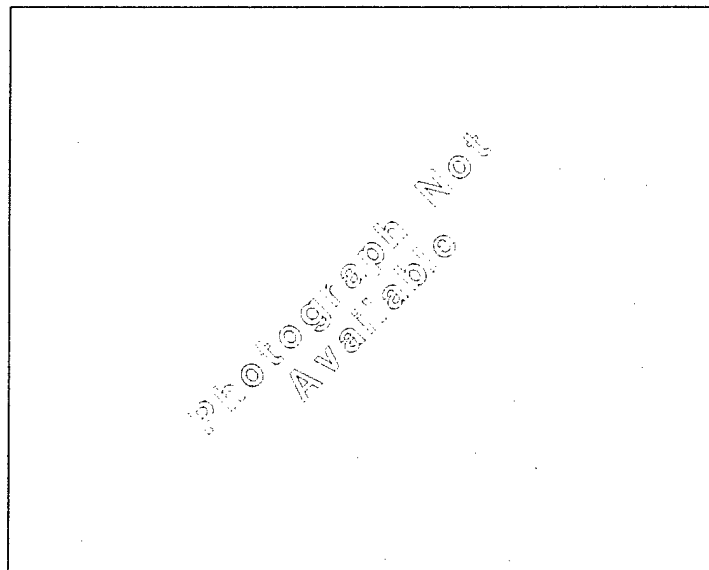
rk Bar area.



1992 aerial photography of New Yo



nk, New York Bar area, 1958 oblique.

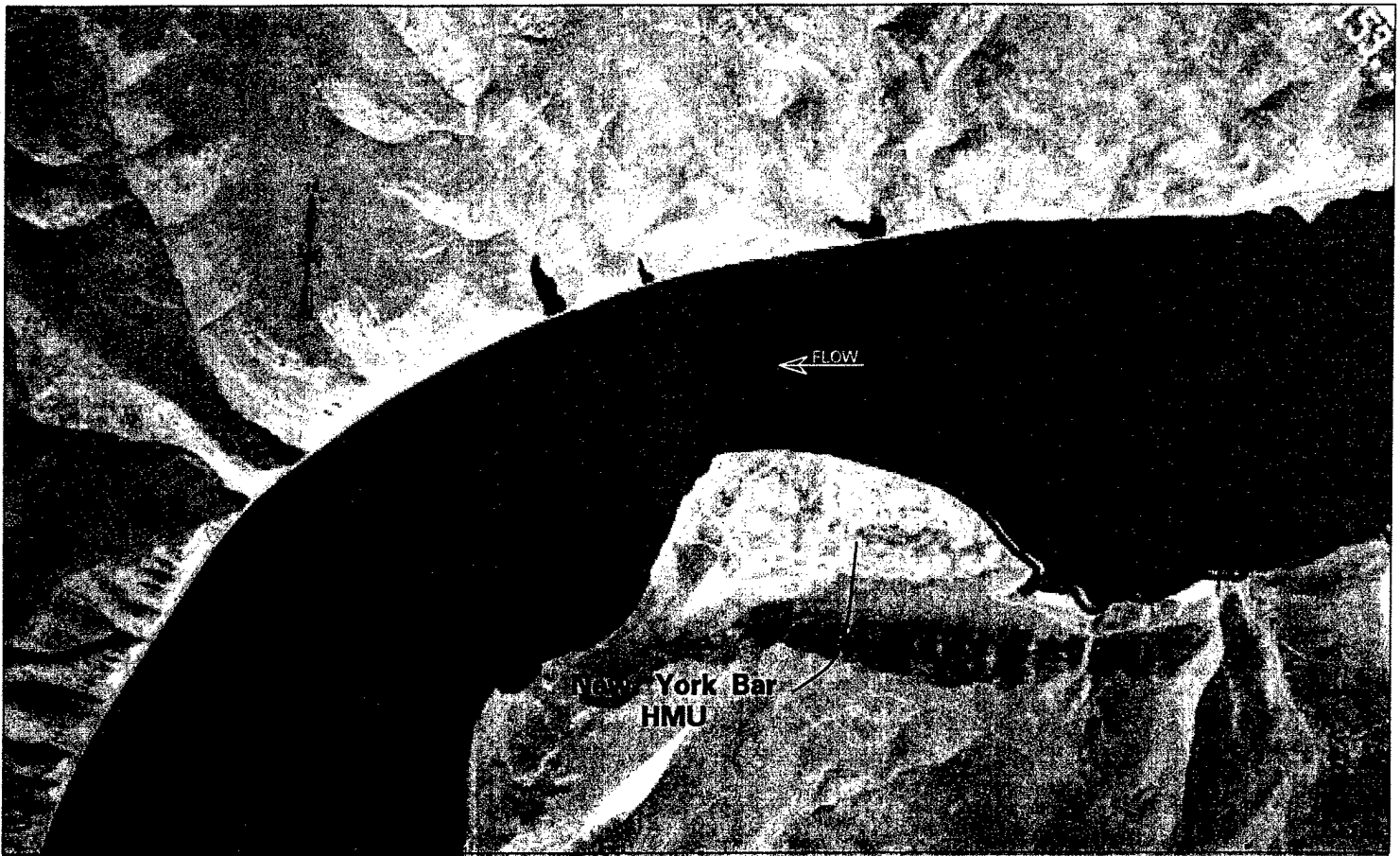


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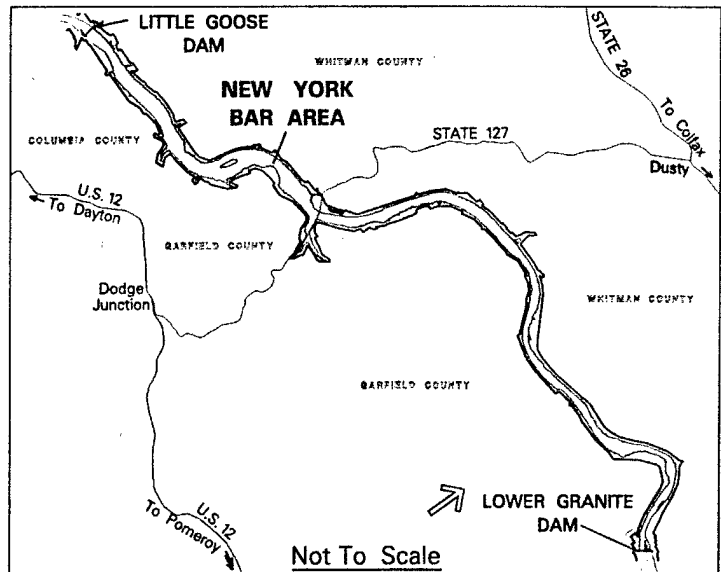
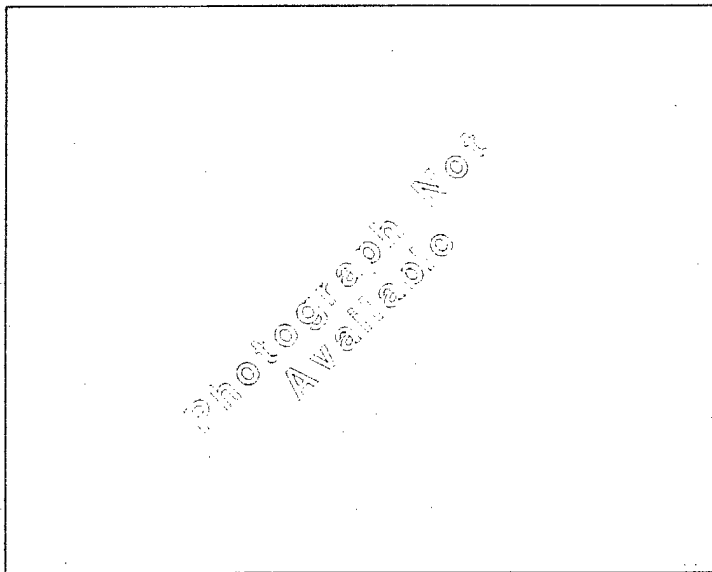


Juvenile

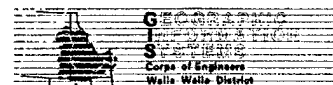
2



1992 aerial photograph of New York Bar area.



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LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

3

Figure 16.
**NEW YORK
BAR AREA**



1958 aerial photography of Willow

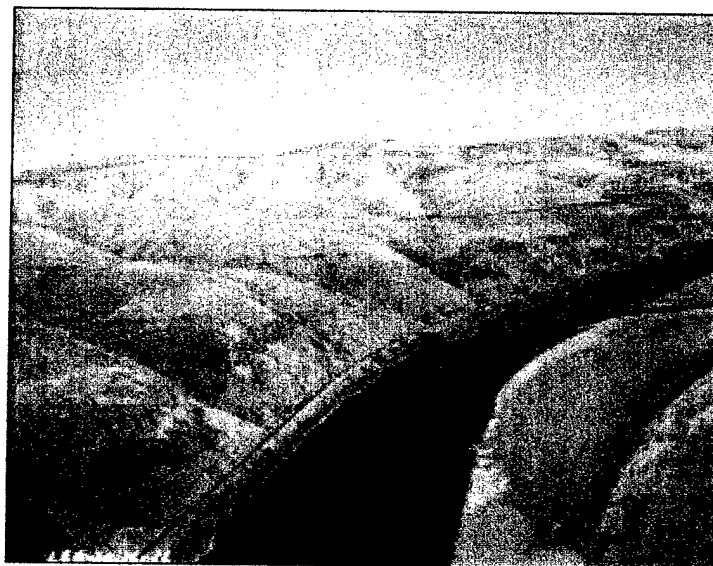


Photo 1. Right Bank, Willow Bar area, 1958 oblique.

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



ography of Willow Bar area.



1992 aerial photo

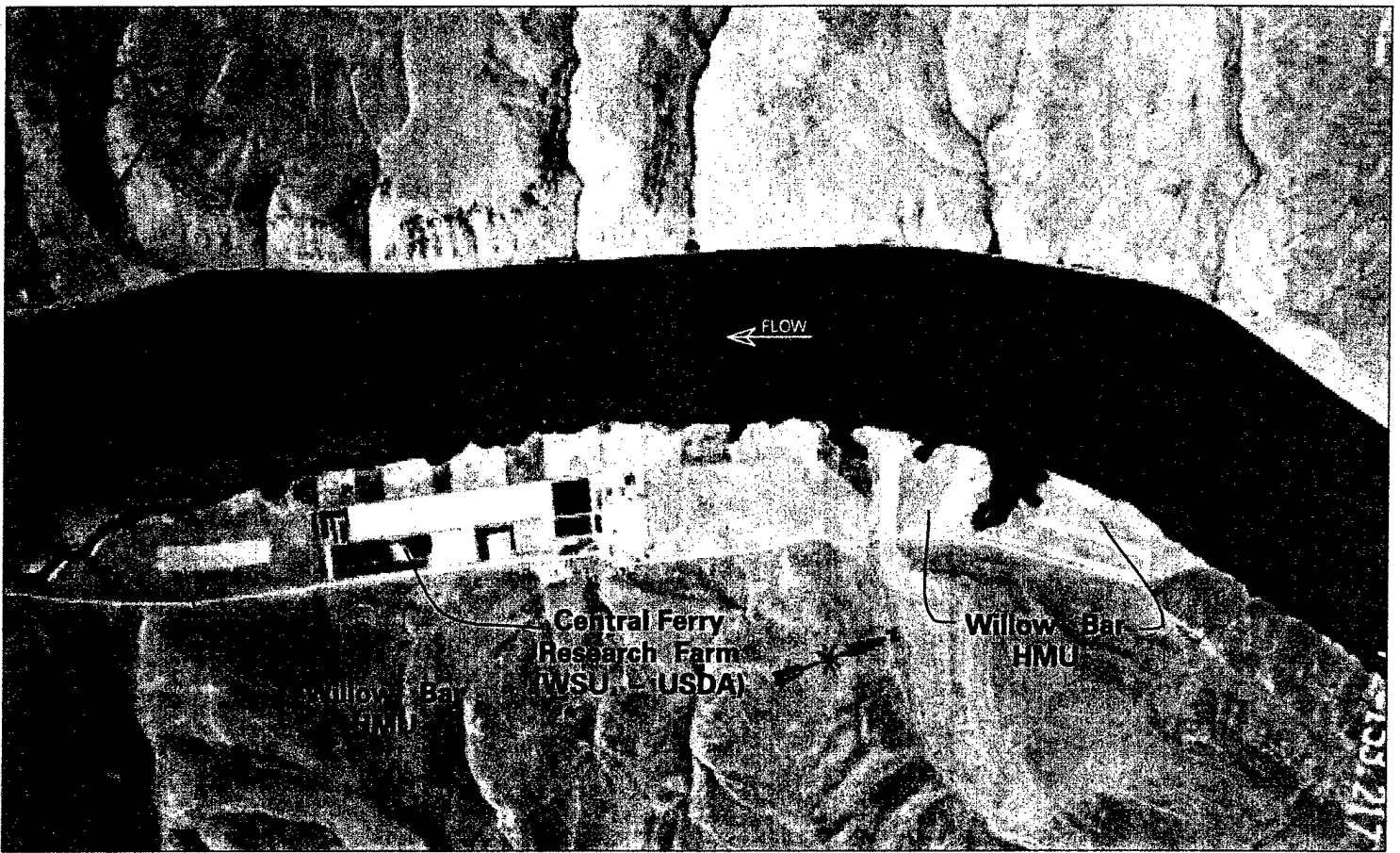


ique.

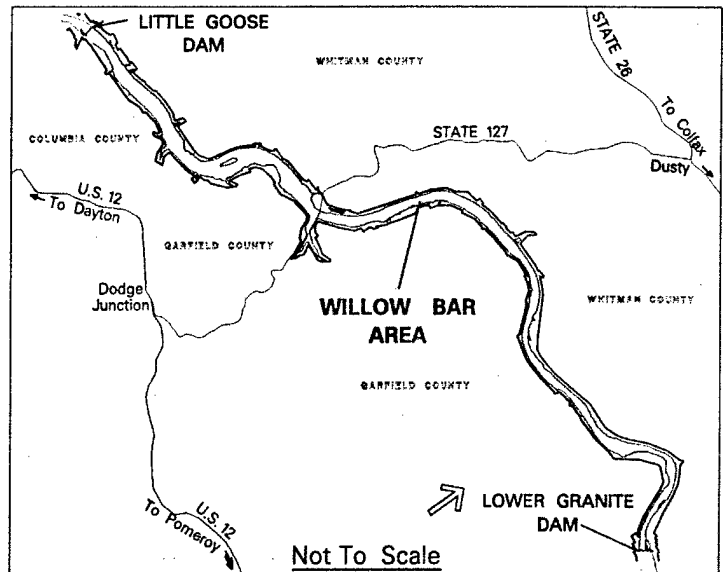
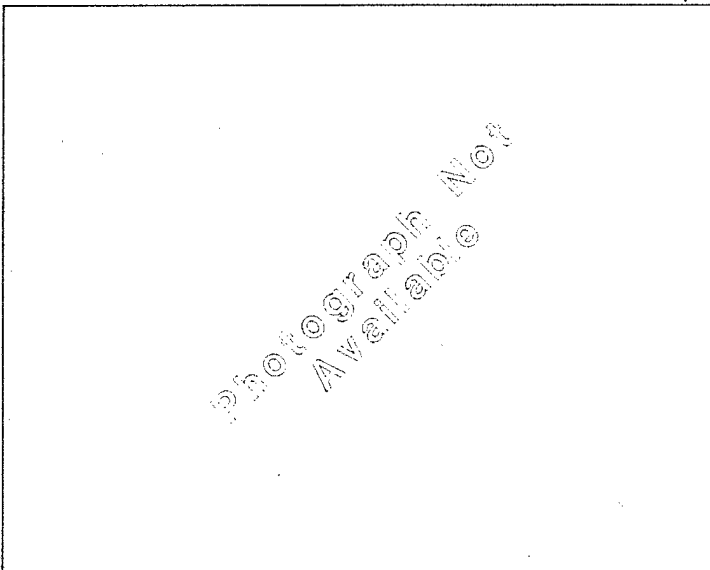
on and direction

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Available

Photograph Not
Available



1992 aerial photograph of Willow Bar area.



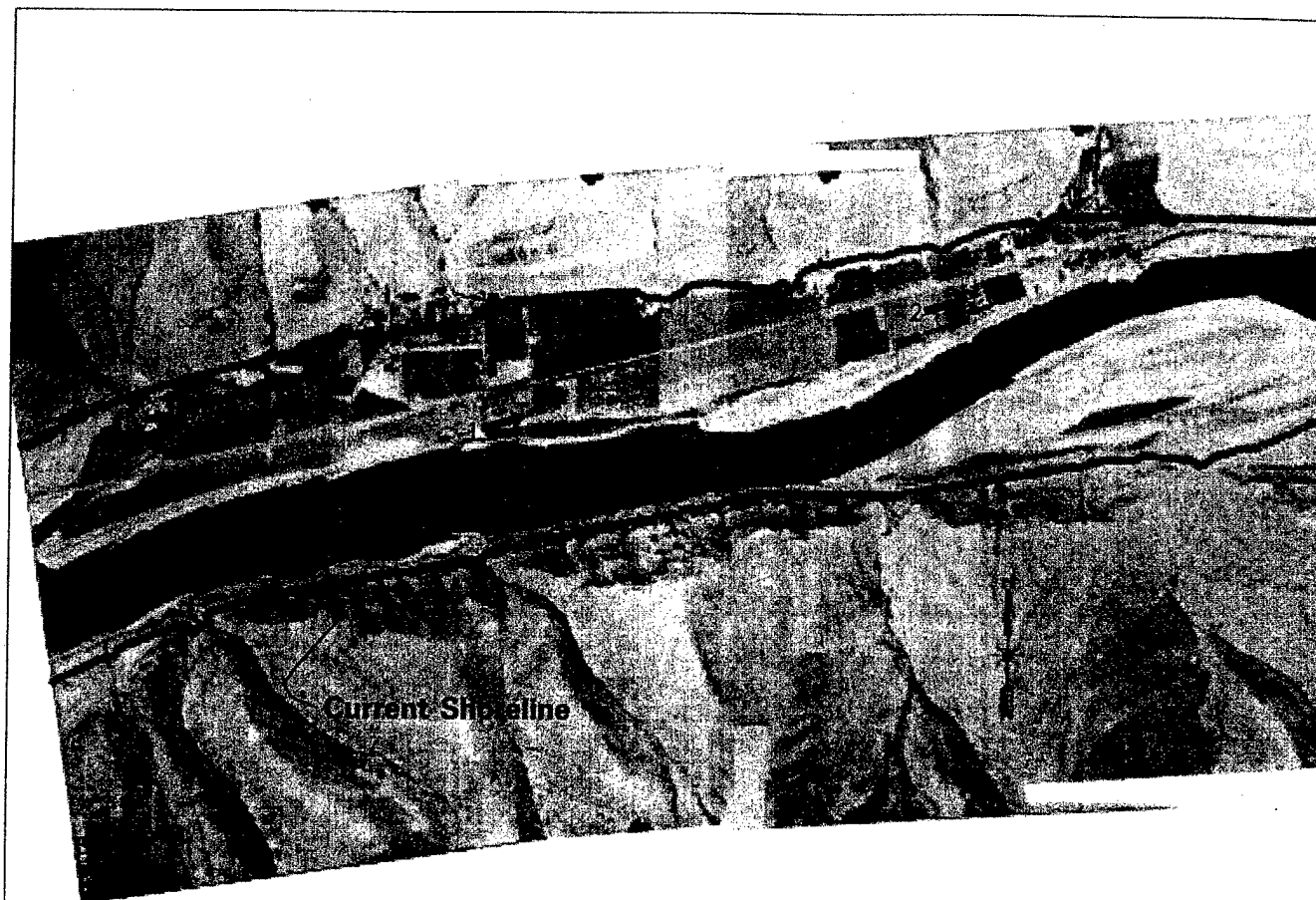
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LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

3

Figure 17.
**WILLOW
BAR AREA**



1958 aerial photograph of Penawawa area.



Photo 1. Right Bank, Penawawa area, 1958 oblique.



Photo 2. Right Bank, Penawawa area, 1958 oblique.

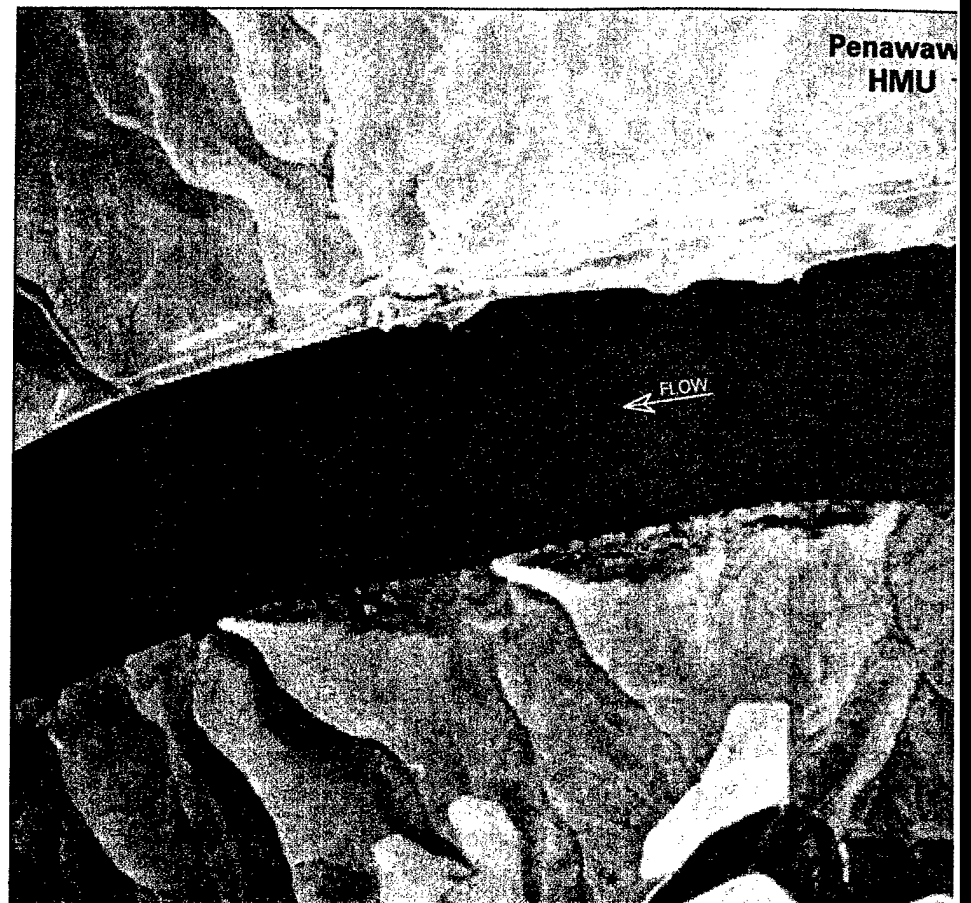
NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.

1



Penawawa area.



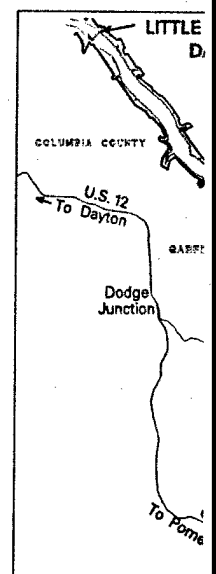
1992 aerial photograph of Penawawa area.



Right Bank, Penawawa area, 1958 oblique.



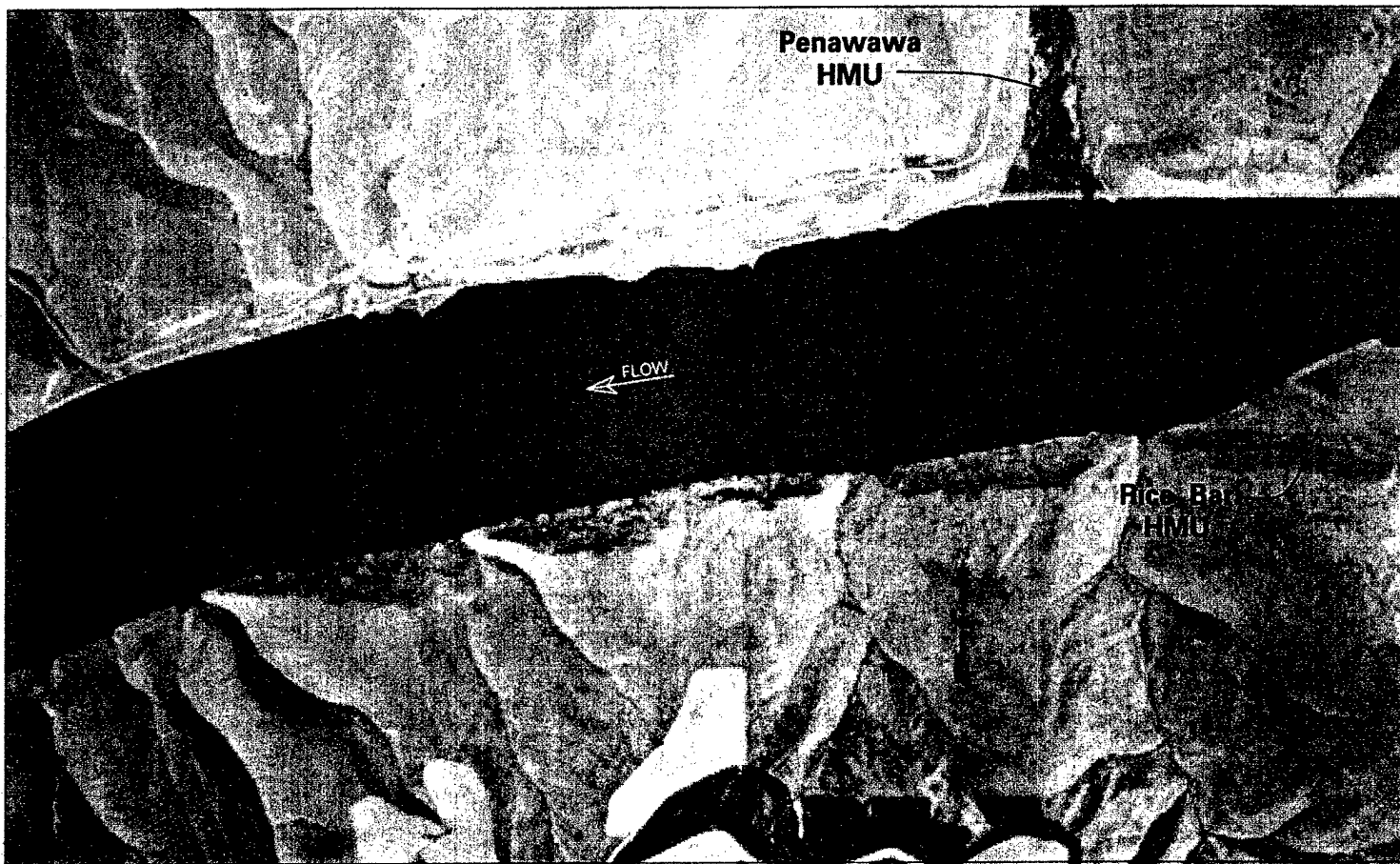
Photo 3. Right Bank, Penawawa area, 1958 oblique.



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(2)

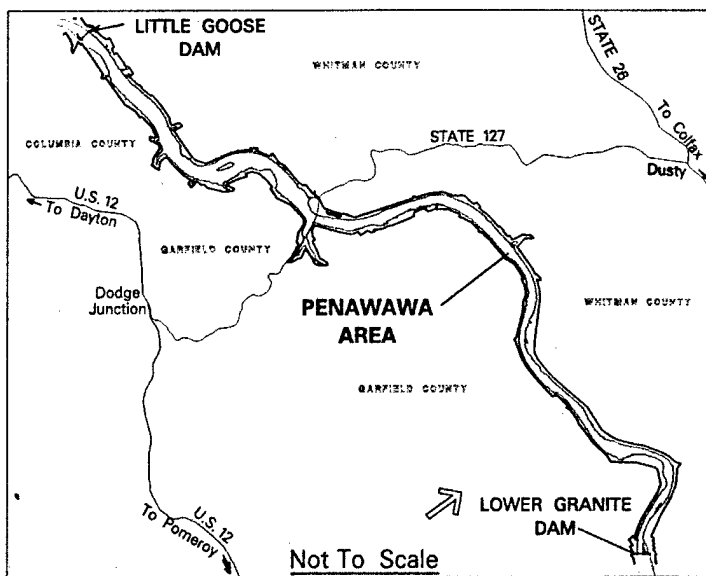
JL



1992 aerial photograph of Penawawa area.



Photo 3. Right Bank, Penawawa area, 1958 oblique.



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LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

3

Figure 18.
**PENAWAWA
AREA**



1958 aerial photograph of Shultz Bar area.



Photo 1. Right Bank, Shultz Bar area, 1958 oblique.



Photo 2. Left Bank, Shultz Bar area, 1958 oblique

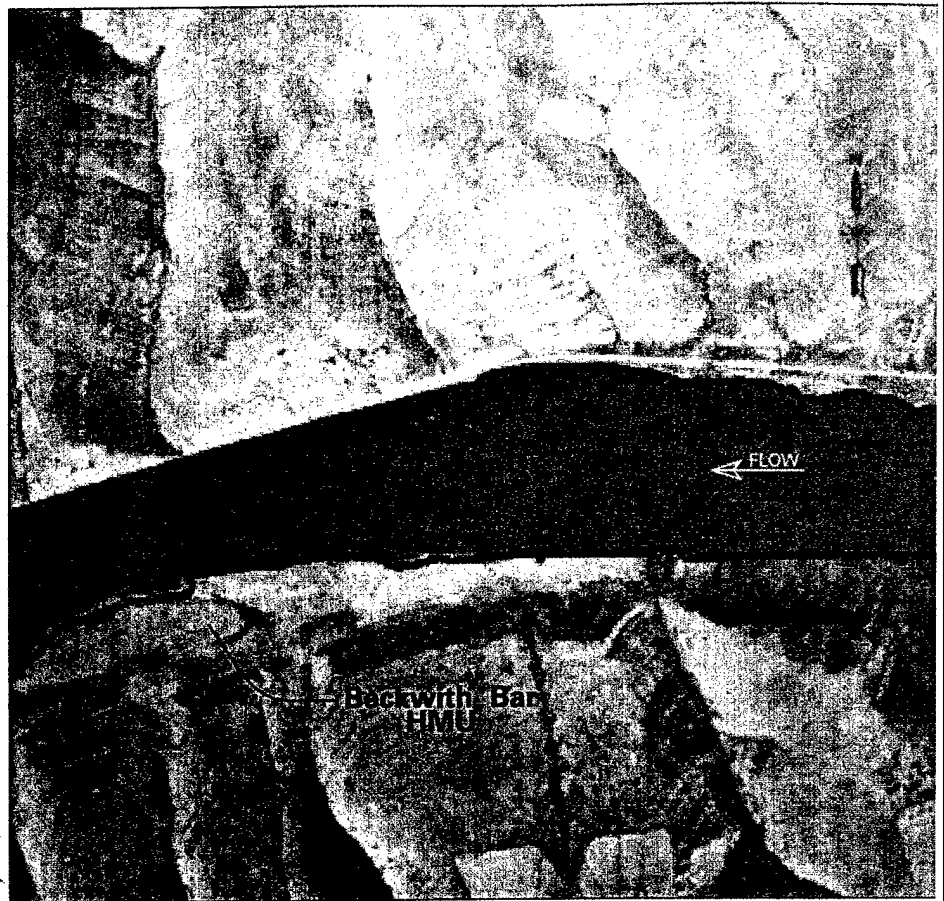
NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.

(1)



Shultz Bar area.



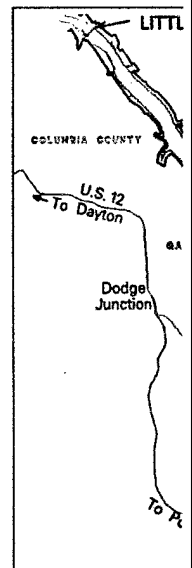
1992 aerial photograph of Sh



2. Left Bank, Shultz Bar area, 1958 oblique.

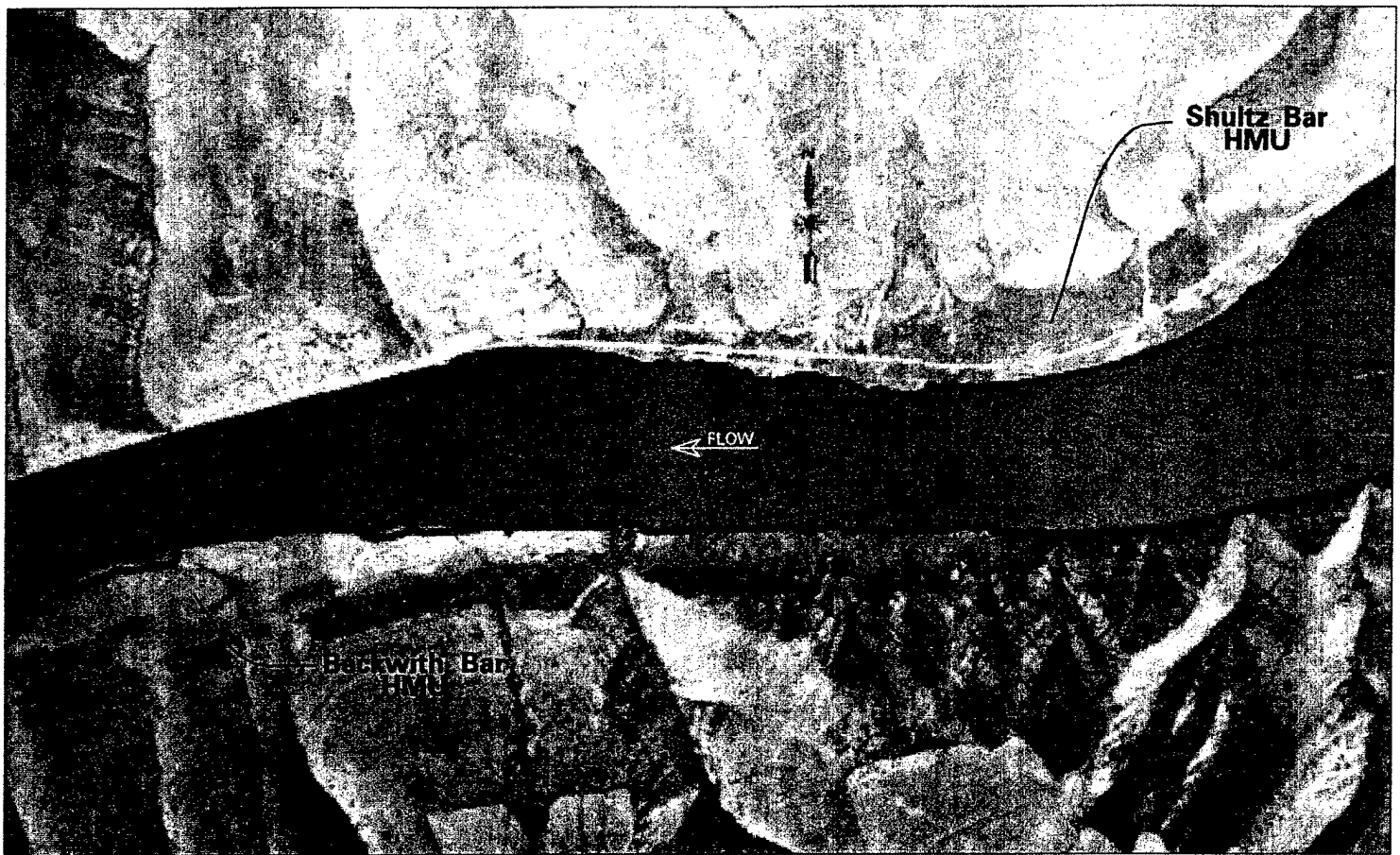


Photo 3. Left Bank, Shultz Bar area, 1958 oblique.



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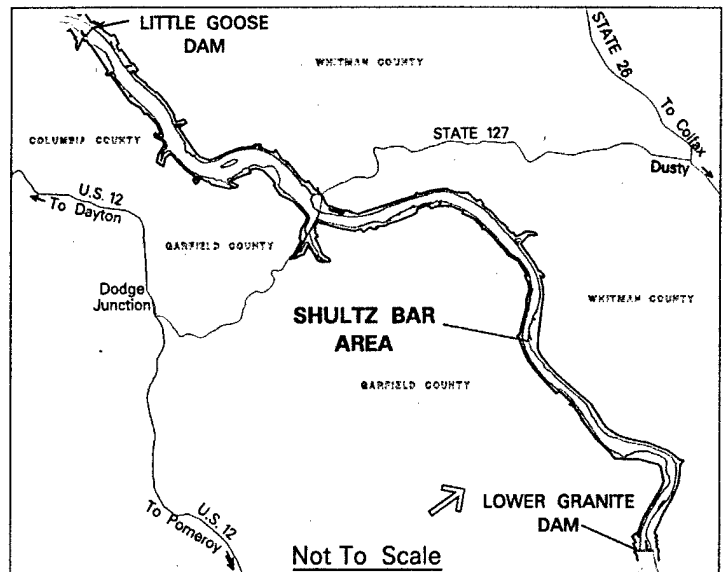
2



1992 aerial photograph of Shultz Bar area.



Photo 3. Left Bank, Shultz Bar area, 1958 oblique.



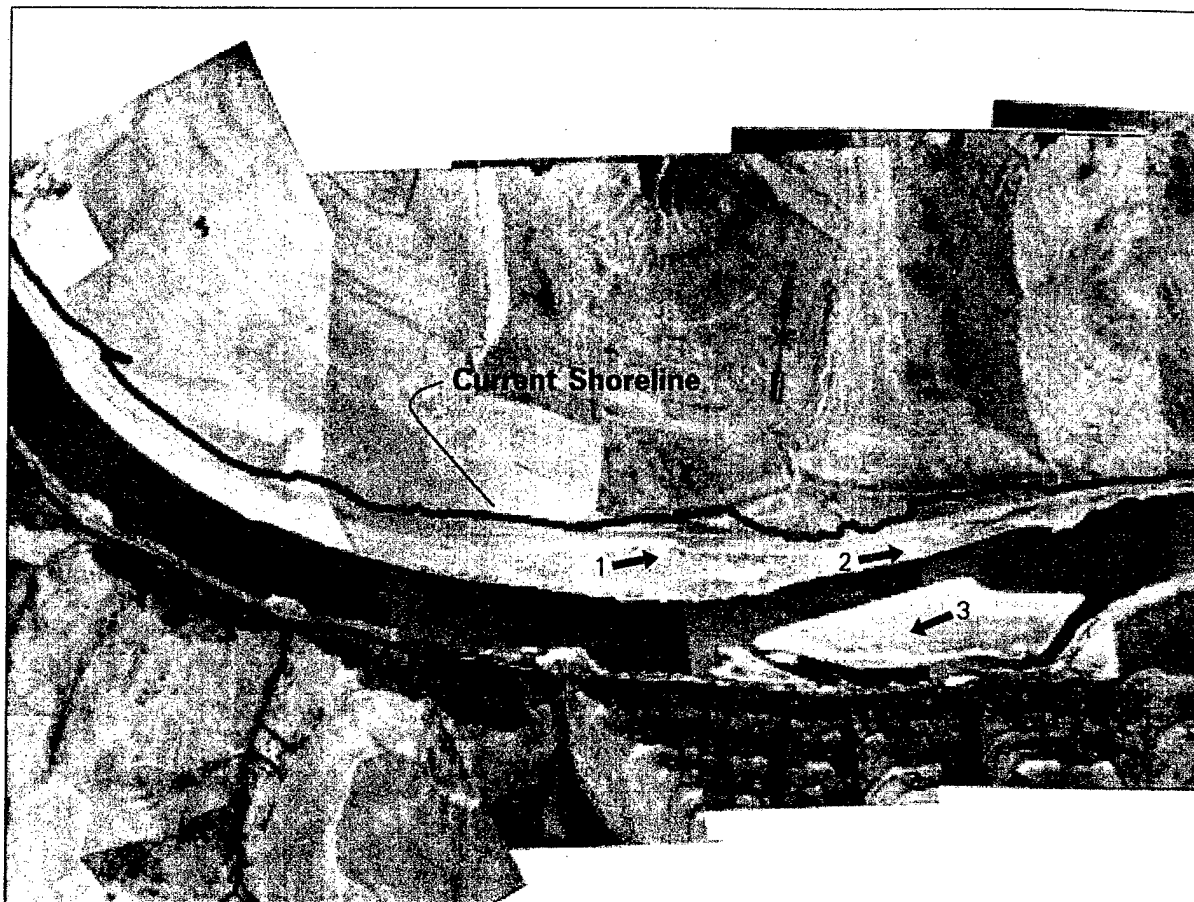
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LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

3

Figure 19.
**SHULTZ
BAR AREA**



1958 aerial photograph of Atwood area.



Photo 1. Right Bank, Atwood area, 1958 oblique.



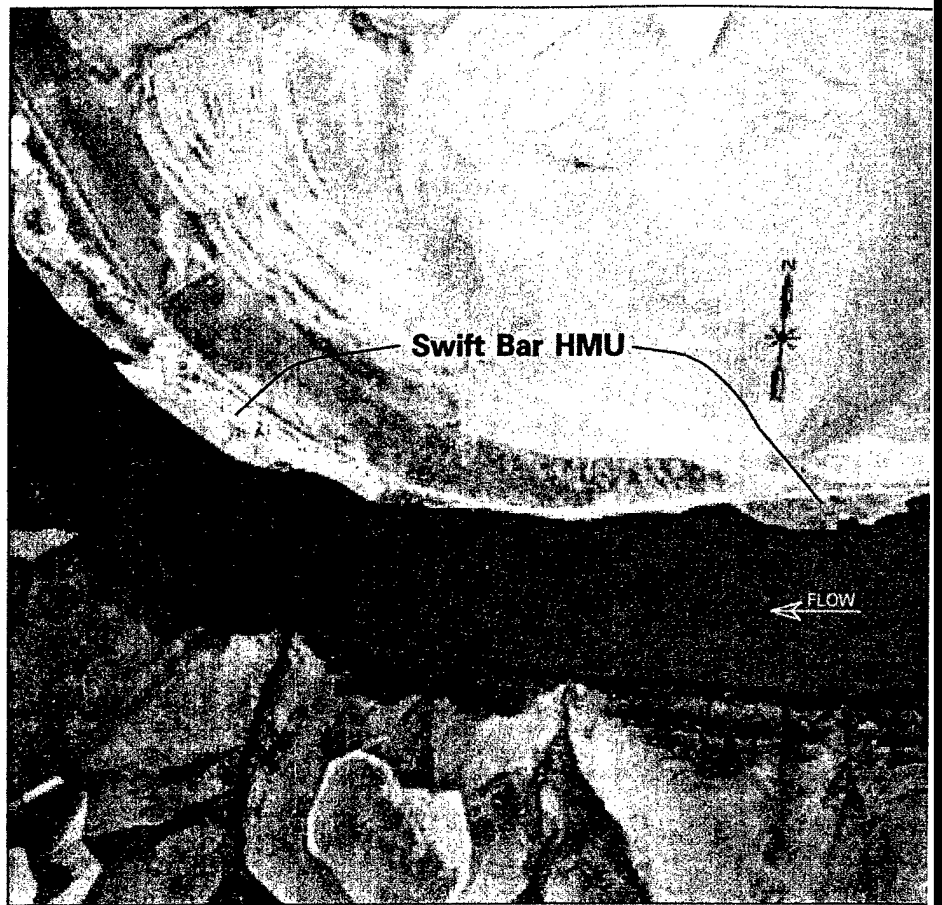
Photo 2. Right Bank, Atwood area, 1958 oblique.

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.



Atwood area.



1992 aerial photograph of Atwood area.



2. Right Bank, Atwood area, 1958 oblique.

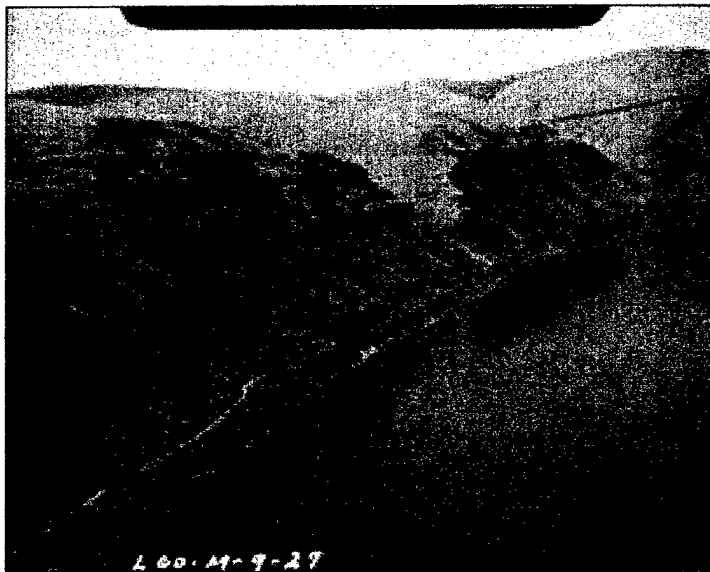
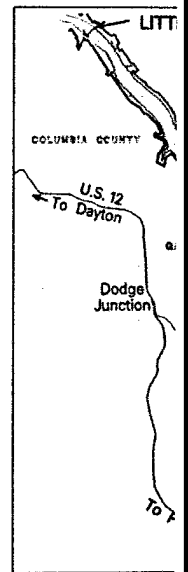
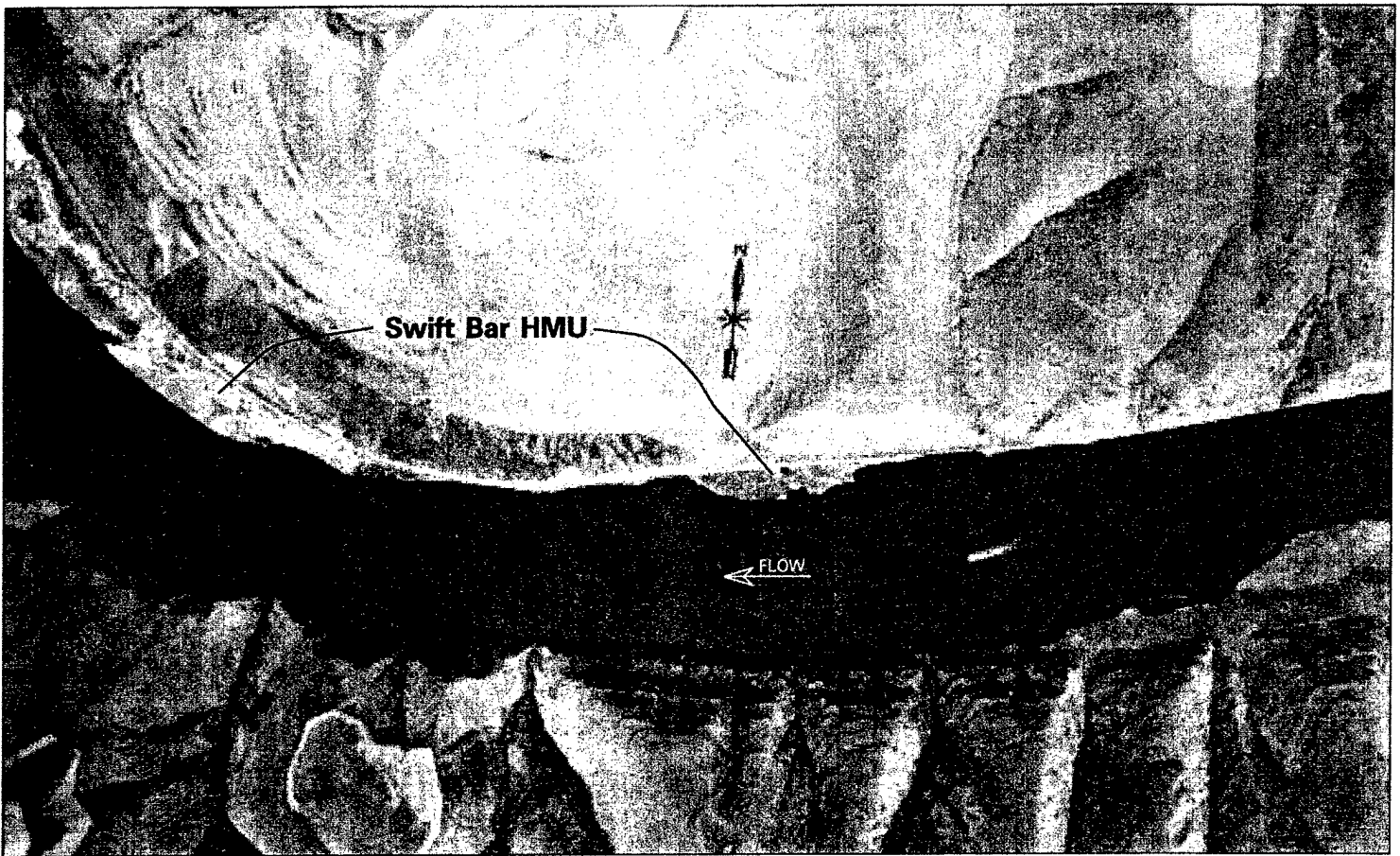


Photo 3. Left Bank, Atwood area, 1958 oblique.





1992 aerial photograph of Atwood area.

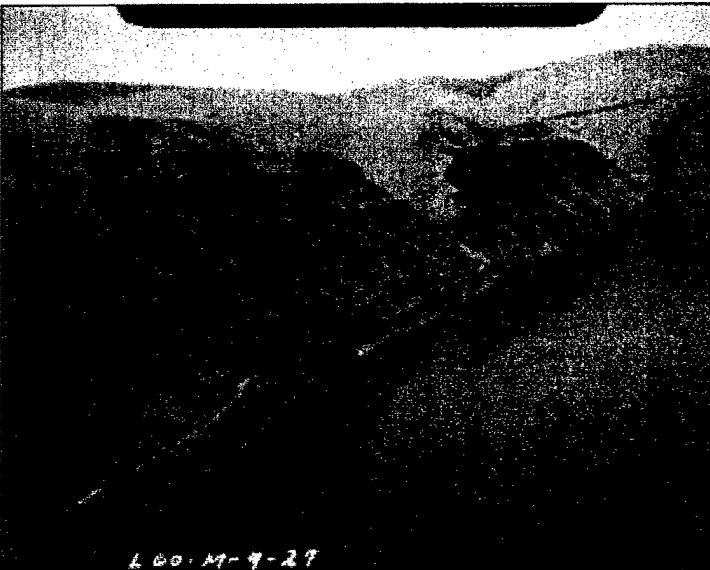
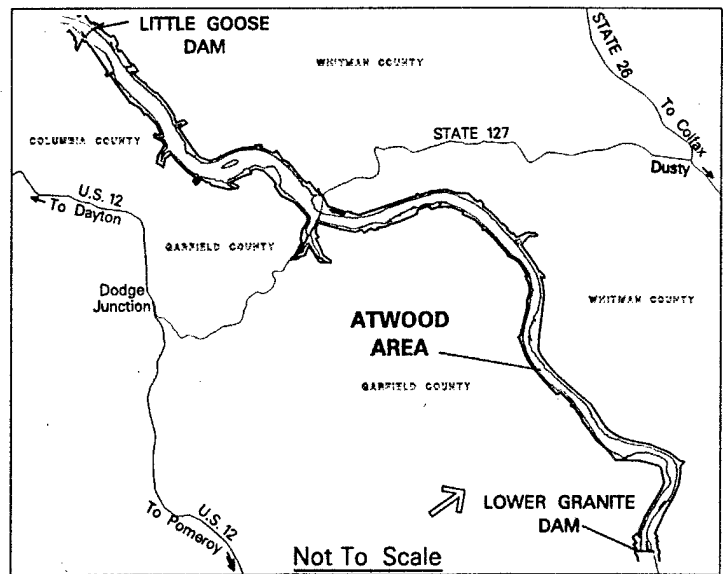


Photo 3. Left Bank, Atwood area, 1958 oblique.



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LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

Figure 20.
**ATWOOD
AREA**

3



1958 aerial photograph of Almota area.

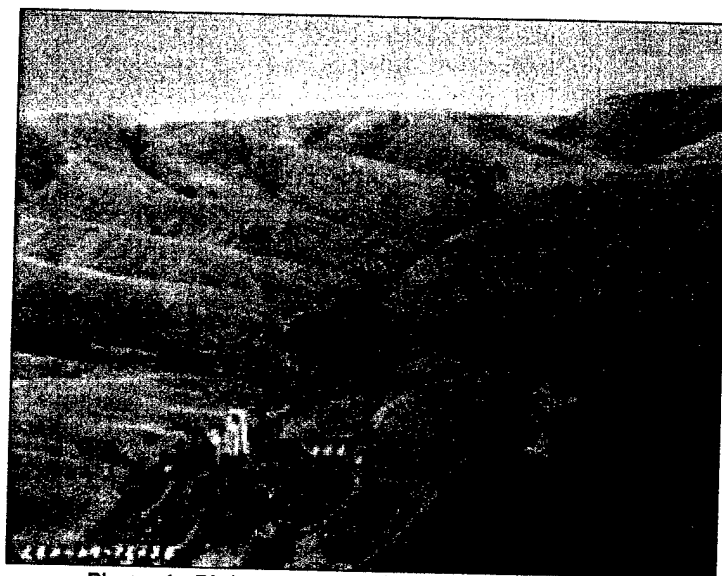


Photo 1. Right Bank, Almota area, 1958 oblique.

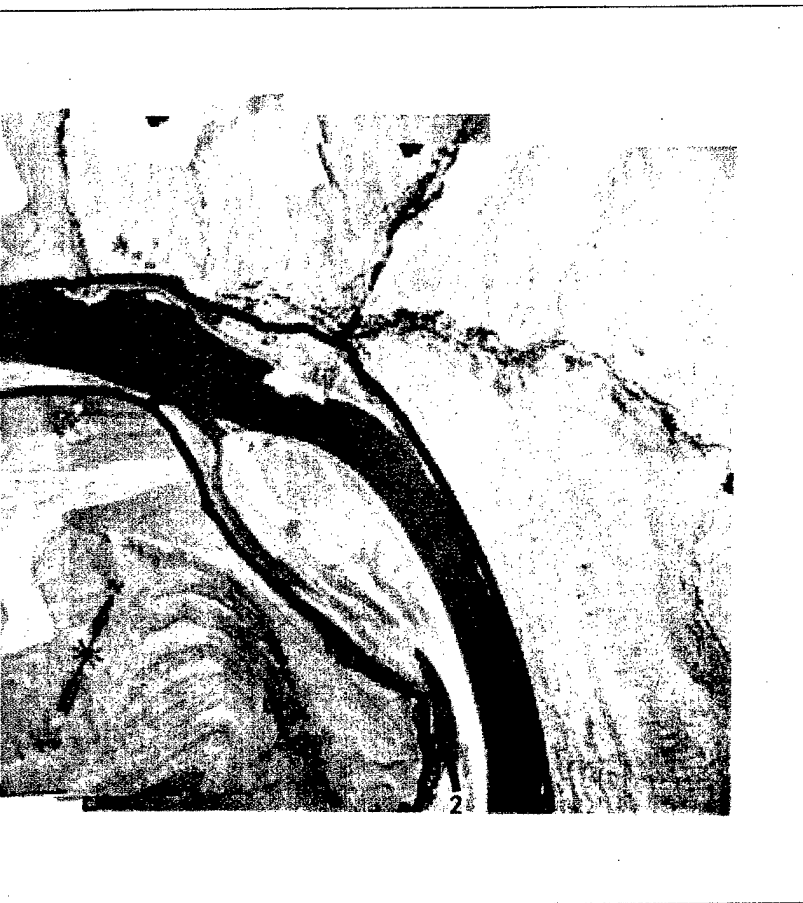


Photo 2. Left Bank, Almota area,

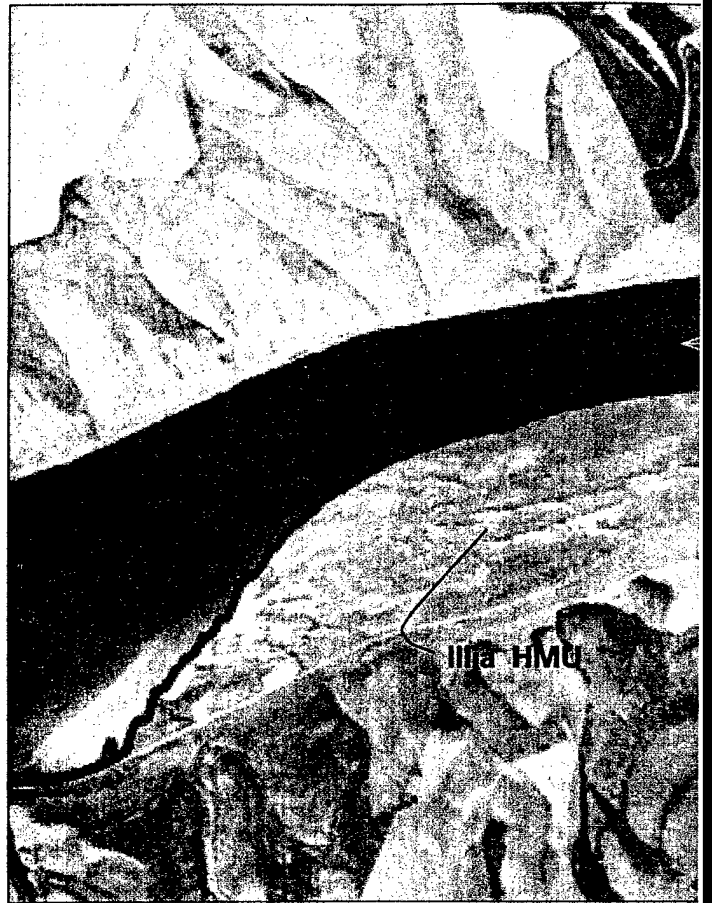
NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.

1



raphy of Almota area.



1992 aerial photo

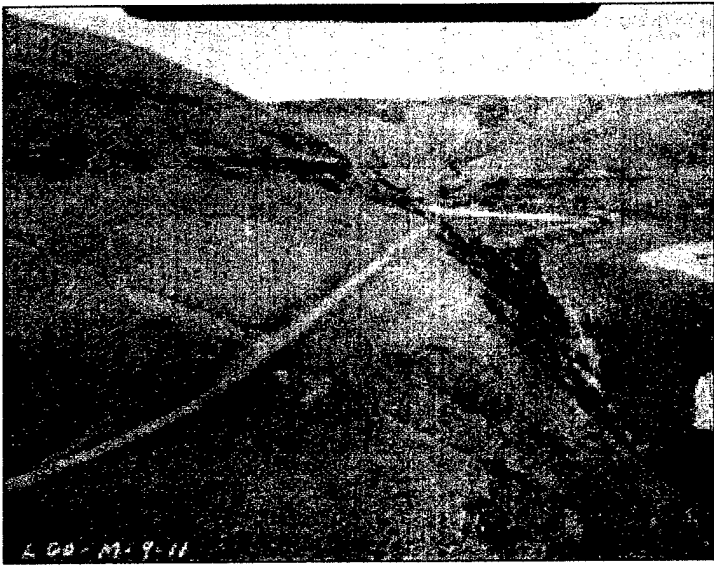
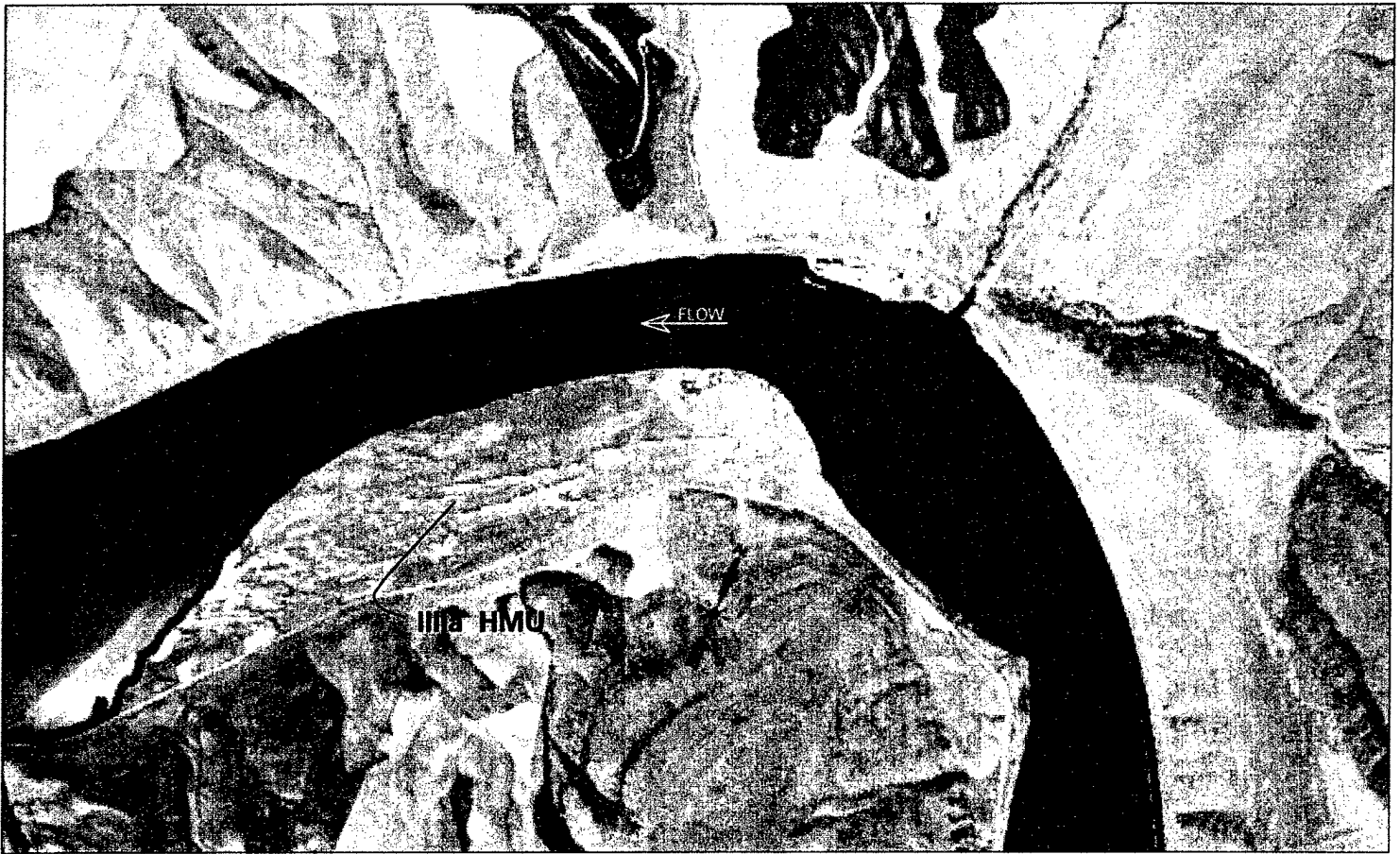


Photo 2. Left Bank, Almota area, 1958 oblique.



Photo 3. Left Bank, Almota area, 1958 oblique.

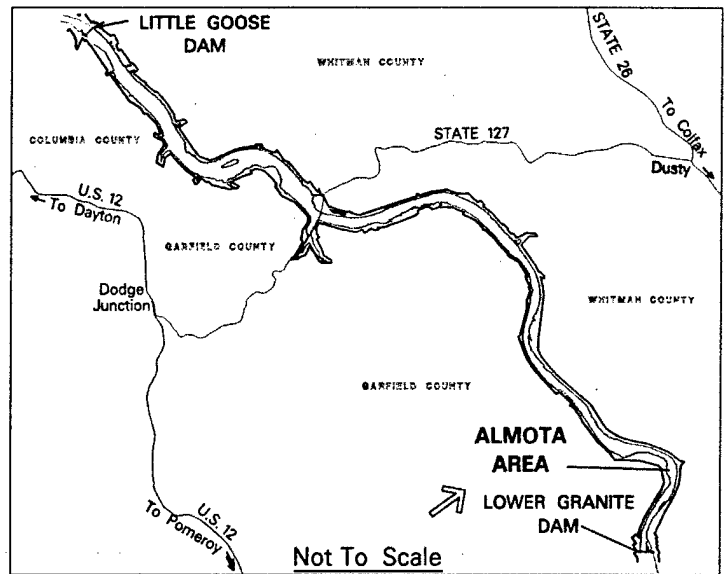
ection



1992 aerial photograph of Almota area.



Photo 3. Left Bank, Almota area, 1958 oblique.



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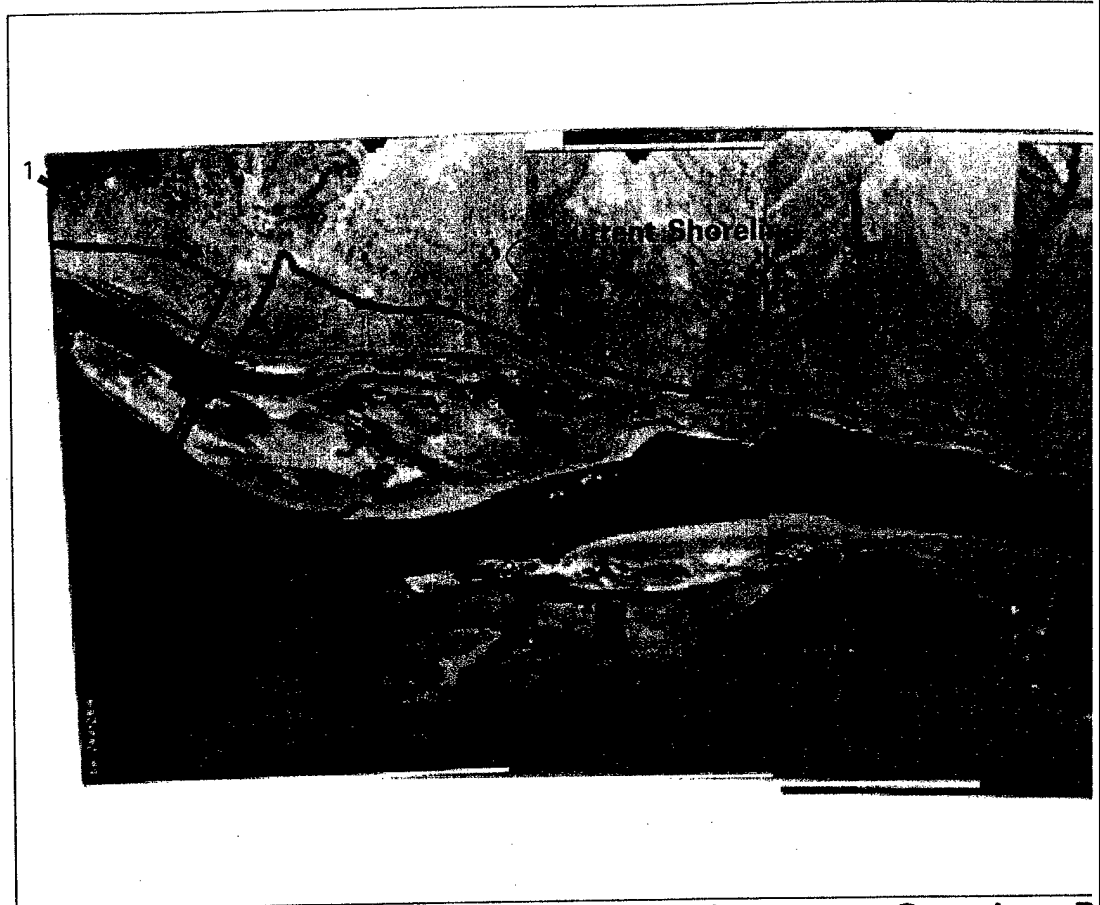


LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

Figure 21.

**ALMOTA
AREA**

3



1958 aerial photograph of Lower Granite D



Photo 1. Right Bank, Lower Granite Dam area, 1958 oblique.

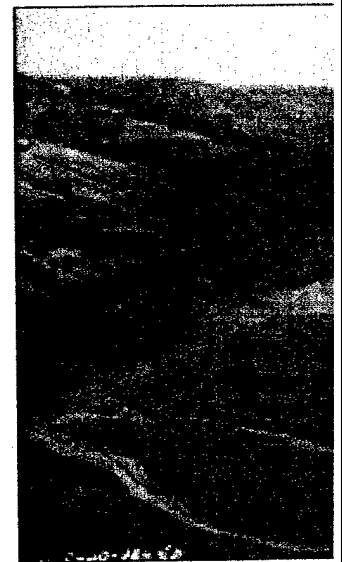


Photo 2. Right Bank, Lower

NOTES:

1. Numbered arrows on 1958 aerial photograph mosaic represents approximate location and direction of oblique photography. Number represents numbered oblique image.

(1)



Lower Granite Dam area.



1992 aerial photograph of l

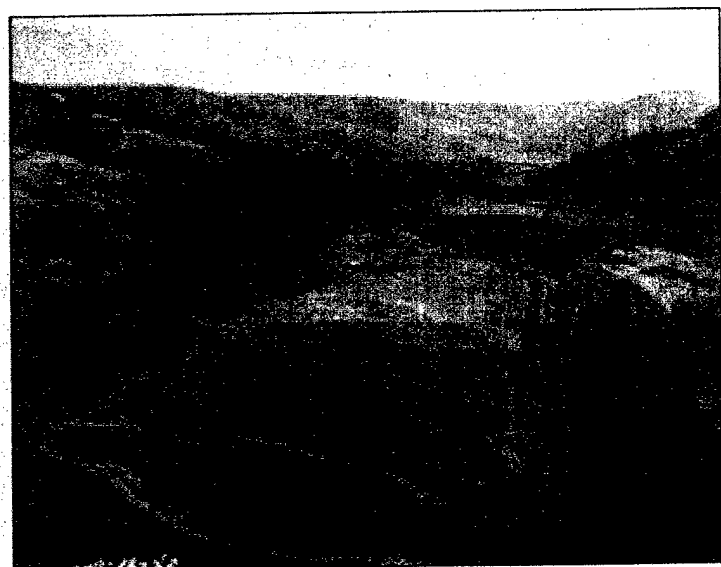
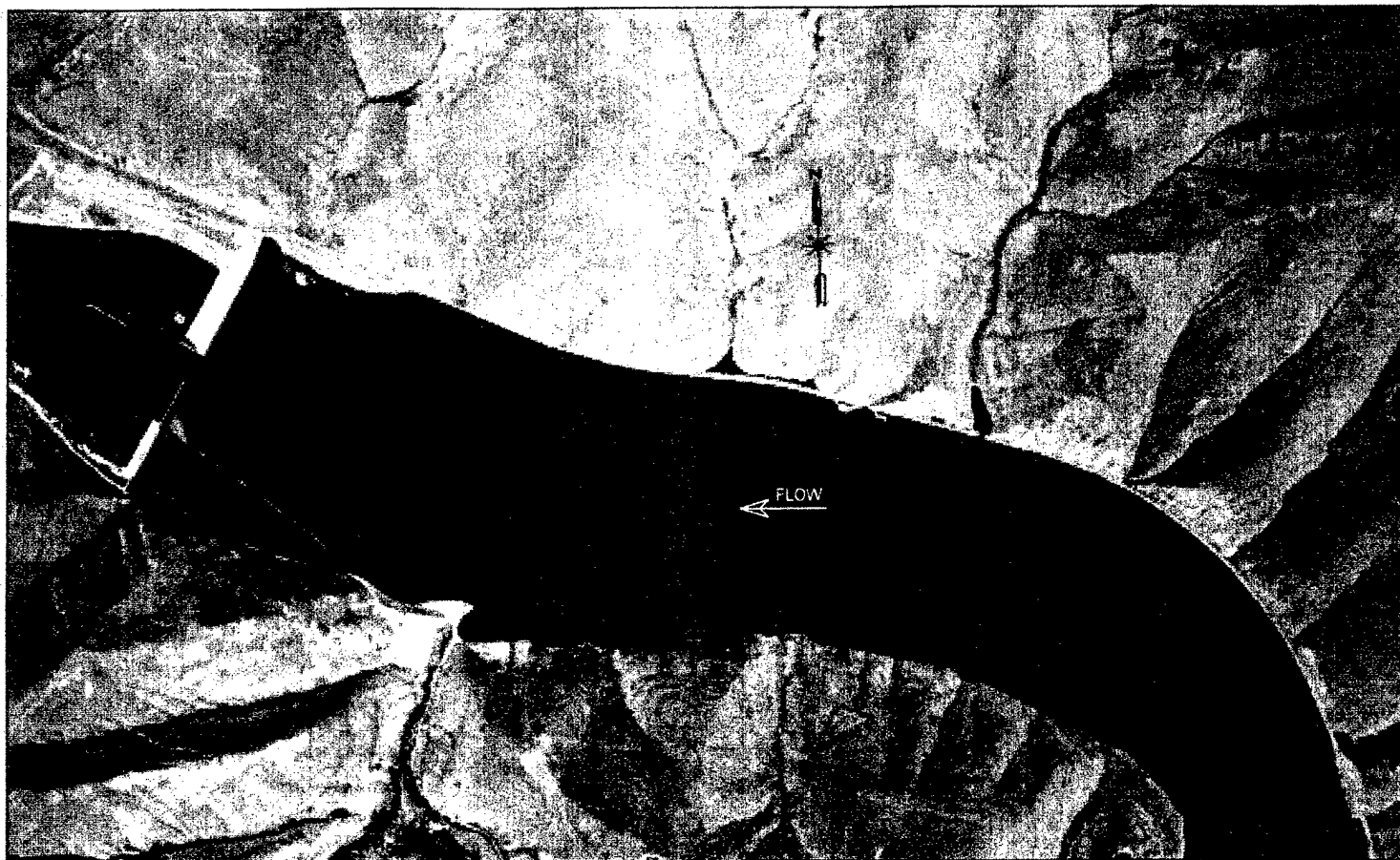


Photo 2. Right Bank, Lower Granite Dam area, 1958 oblique.



Photo 3. Left Bank, Lower Granite Dam area, 1958 oblique.



1992 aerial photograph of Lower Granite Dam area.

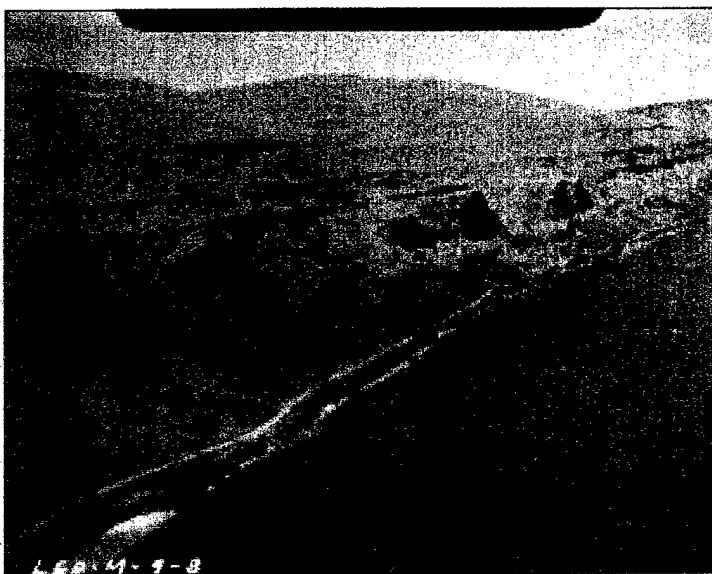
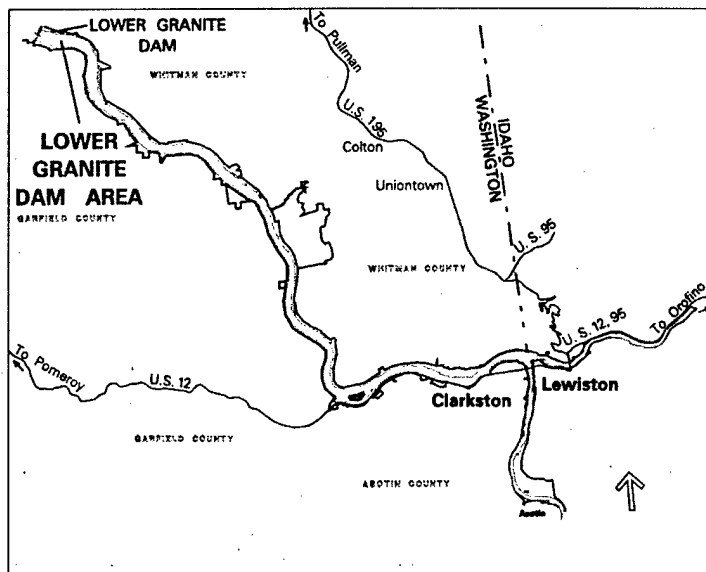
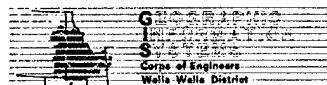


Photo 3. Left Bank, Lower Granite Dam area, 1958 oblique.



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LOWER SNAKE RIVER
Juvenile Salmon Migration Feasibility Study

Figure 22.

**LOWER GRANITE
DAM AREA**